

WILSON IN FAVOR WITH SECTION OF GERMAN SOCIALISTS

His Reply To Pope's Note
Causes Split Amongst
Government Group

LOUD PEACE CALL

Schiedemann Says Gigantic
Majority In Favor Of
An Understanding

SCORES EVASION

Urges Government to Publicly
Repudiate Aims
Of Pan-Germans

(Reuter's Agency War Service)

Zurich, September 8.—According to the Mannheim Volksstimme, there has been a new split among the Socialists supporting the Government, especially with the leaders of the South German Party, owing to the latter approving President Wilson's point of view in his reply to the Pope's Note.

Amsterdam, September 7.—Herr Schiedemann, the leader of the German Majority Socialist Party, writing in the Vorwarts, declares that a gigantic majority of the German people are in favor of a peace by understanding. He urges the Government to publicly repudiate the aims of the Pan-Germans and criticizes the evasiveness of the German Chancellor's policy.

Potsdam, September 6.—President Poincare, accompanied by M. Painleve and General Petain, today visited the American army headquarters and inspected the troops, after which the party proceeded to the Champagne, where they were joined by several Ministers and the foremost Generals.

The Premier, M. Ribot, made a speech in which he recalled the intrepid services of Marshal Joffre, General Foch, Dubail, Castelnau, Sarraill, de L'Aligre de Cary, Franche D'Espere, Gallieni and Manoury, who won the battle of the Marne, of which this was the third anniversary. The Marne will remain as a famous date, marking a decisive moment in the history of humanity.

France was not fighting to secure territory; she only wanted the provinces torn from her and she would not compromise on this demand. The restitution of Alsace-Lorraine was not a question which could be submitted to diplomats for discussion. It was one of the first conditions for the establishment of the rights of nations, which will guarantee peace against fresh violence.

Reparation Demands
In demanding reparation for the ruin inflicted in France, M. Ribot said that France does not ask that Germany shall be made to pay a punitive sum, but that she shall be compelled to repair the evil done in France.

It rests with the German people to give guarantees for a lasting peace, by freeing themselves from tyranny and military despotism. If Germany refuses to become a peaceful democracy, she risks her economic interests being affected, for she cannot complain of other nations seeking to protect themselves to the utmost degree.

M. Ribot concluded with an expression to friends and allies of the unbreakable confidence of France in the ultimate success of their common task.

Carson Commends Loose Talk

London, September 7.—Sir Edward Carson, writing to a correspondent, condemns the very loose and mischievous peace talk. He points out that some people seem to imagine that we have only to conclude a treaty with Germany and all will be well. He proceeds to depict the preparations after the conclusion of that peace for the next conflict, with intensified methods of warfare and shows that a treaty of peace will not necessarily secure peace in the only sense in

(Continued on Page 2)

Russian News Disquieting, But Expected And Is Not Hopeless, Says Lt. George

Country Will Play Great Part Before War Ends: Admits No Doubt Submarines Have Failed

(Reuter's Agency War Service)

London, September 7.—Mr. Lloyd George, speaking at Birkenhead, yesterday, said that the whole cause of the Allies and the freedom of the world depended on Britain's supremacy of the sea, which he was certain would more than be maintained.

German statements and the German Press has taken great pains to show the inaccuracy of the figures he recently gave in the House of Commons regarding submarine losses and the speed with which shipping losses are being made good. The figures he gave were absolutely correct and that fact put an end to all the hopes of the enemy of winning. He was absolutely convinced that German submarines would never be able to wear down the strength of the British Empire or the hopes of the Allies.

Must Be Patient

He admitted that the recent news from Russia was disquieting; but he had always thought that the Revolution, when it came, would postpone the victory of the Allies. He had expected an earlier recovery in Russia, but they must be patient. The Russian leaders, who are all brave and patriotic men, knew that in the enemy attempts at Riga the fate of the Revolution was at stake and they would do their utmost to defend the fruits of the Revolution.

The Russian leaders were repairing under fire a machine which had broken down and he was confident that they would finally succeed. His chief concern was not the effect Russia's failure would have on the war, but its effect on the cause of democracy in the world.

An oppressed people take as long to get accustomed to freedom as a free people to get accustomed to oppression. He had been very gratified at the failure of the German attempts to sow dissension between the Allies in the East and the Allies in the West. Germany had only now decided to invade Russia, because all her other methods and machinations had failed.

Believes in Recovery

Had Russia been a democracy in 1914, she would never have allowed

herself to be trampled by a confederacy of autocracy. The crisis in Russia should be viewed, not despondently, but hopefully. He believed that Russia would recover and play a great part yet, before the end of the war, in saving the world from Prussian domination.

Though there were dark clouds in the Russian sky, there was sunshine on the banners of the Allies in all the other theaters of war. Germany might boast of her victories in the East against unresisting forces, but she had her reply in the success of the Allies in the West, especially the recent successes of the Italians.

America, who had now come into the conflict, had never known defeat and this time also she, with her allies, would triumph over the foe.

For all those reasons, he asked them to be of stout heart. There might be stony paths to climb, but they would climb them. Their footpaths might be bloodstained, but they would reach the heights and then in front they would see the rich valleys and plains of a new world.

Britain's Pledged Word

He scornfully repudiated the calumny that Britain was responsible for the war. Britain drew the sword in honor of her pledged word.

The Premier said that the German attempts to produce the impression in Russia that the war was due to the machinations of Britain had not gone home. They knew too well that it was a calumny and a falsehood on the face of it.

The war began in the East, not in the West. Russia was first in because she undertook to champion the cause of Serbia.

France was brought in because she had undertaken a solemn treaty obligation to stand by Russia if attacked. Belgium was brought in because she was on the direct road to France and Great Britain was brought in because she had given her word to defend Belgium.

It was because the leaders of Russian democracy realized these facts that all the tricks of Prussia had failed to move them from their loyalty to their Allies.

AUSTRIA LOSES 120,000 IN TRIESTE OFFENSIVE

30,000 Captured; Put Up Desperate Defence, Suffering Heavy Casualties

(Reuter's Agency War Service)

Rome, September 7.—An official communique reports:—"North-eastward of Gorizia, the enemy, having suffered heavily, are desperately resisting. We took 204 prisoners yesterday."

"Our Austrian prisoners now number 30,000 and the total losses of the enemy since the beginning of our present offensive are estimated at 120,000."

London, September 7.—Mr. Percival Gibbon, writing from the Italian front, says that the Austrian attacks on Carso are proceeding on a front of ten miles from Kostanyevica to the coast. The contour of the ground gives the enemy an advantage, especially in the valley of the Brestovizza, which is a favorable highway for assaults.

Around Selo, the enemy's shock troops attacked seven times, each time breaking against the Italian defence. On the uplands towards Mount Hermada, the attackers, supported by a furious artillery bombardment, entered the Italian positions at two points on Hill 145, which overlooks the marshes at the mouth of the Timavo.

Thereupon, the British and Italian guns put down a barrage which cut off reinforcements and the Italians in the afternoon counter-attacked and had re-established their positions by sundown. The Austrian losses were very heavy.

MORE PAY FOR ATKINS IS ONLY A RUMOR YET

Paper Says 50 Per Cent Raise Decided; War Office Replies 'All Inaccurate'

(Reuter's Agency War Service)

London, September 7.—The War Office states that all newspaper statements regarding an increase in the pay of soldiers are unauthorized and inaccurate. An official announcement will shortly be issued on the matter.

The Daily Chronicle had stated that the pay of soldiers will shortly be increased 50 per cent.

Holland Won't Allow U-Boats On Scheidt

Germany Couldn't Offer Better Bribe Than Trade Facilities 'After The War'

(Reuter's Agency War Service)

Amsterdam, September 7.—The Foreign Minister has authorized Reuter's Agency to categorically deny the suggestion that the Netherlands may permit German submarines to use the Scheldt. It affirms that Holland will not permit any belligerent to use the Scheldt for naval purposes.

Washington, September 7.—It is reported in diplomatic circles that Germany is pressing Holland to permit submarines to use the Scheldt, in view of establishing a base at Antwerp, promising trade facilities after the war in return.

Signal Honors for French 'King of the Air'



This photograph shows an honor that has hitherto only been accorded visiting rulers, which has just been rendered by the French Army to Captain Guynemer, the French "King of the Air," who is seen standing in the center foreground. Captain Guynemer, who has recently brought down his fiftieth enemy airplane, at the time the latest decoration was pinned on his chest, was given the distinction of reviewing the troops who were turned out for this special occasion. He has long been a popular hero all over France.

Federal Autonomy Is Proposition Put Up By Siberia Delegates

Ask Legislative Power For Own Duma, Executive For Council, Judicial For Senate

A Kokusai message from Petrograd, dated August 30, states that a conference at Tomsk of the delegates from Siberian provinces has elaborated a project for establishing federal autonomy in Siberia, with legislative power belonging to the Siberian Duma, executive power to the Council of Siberian Ministers and judicial administration to the Siberian Senate.

ISHII AT WASHINGTON DISCUSSES STEEL BAN

Asks U.S. For Supplies To Facilitate Enormous Shipbuilding Plans

(Reuter's Agency War Service)
Washington, September 7.—Conferences between the Japanese Mission and United States officials have opened. They are principally concerned with supplying Japan with steel, to facilitate enormous shipbuilding plans.

Army Of Abyssinia's Late Emperor Routed

All His Best Generals Slain; He Is Reported As Shot Whilst Escaping

(Reuter's Agency War Service)
Addis Ababa, September 6.—After a fierce battle near Dessie, the army supporting the deposed Emperor Lidj Jassou was routed and his best generals killed. The report that he was shot whilst escaping has not yet been confirmed.

\$11,358,000,000 U.S. War Bonds Sanctioned

(Reuter's Agency War Service)
Washington, Sept. 7.—The House of Representatives has unanimously ratified the issue of war bonds to the amount of \$11,358,000,000.

FRENCH CABINET RESIGNS

(Reuter's Agency War Service)
Paris, September 7.—The Cabinet has resigned. M. Poincare, the President, has asked the Premier, M. Ribot, to reconstruct it.

The Weather

Fine weather, with strong northerly squalls all along the coast. The maximum temperature recorded yesterday was 82.7 and the minimum 68.9, the figures for the corresponding day last year being respectively 94.5 and 75.8.

Mohammedan Head In China Sends Letter To Mr. Wilson

Asks President To War For Peace; Blames Kaiser And Sultan For Bringing World Trouble

Belief that the entry of the United States into the war will bring German pride to destruction, and the hope that President Wilson will stand firm for the establishment of peace and justice in the world, are expressed in a letter to America's chief executive from the leaders of the Mohammedan religion in China.

The letter is written and signed for all the leaders by the Imam of the chief mosque in Peking, Abu Bekr, professor of the mosque, and is being transmitted to the President by Dr. Samuel M. Zwemer, well known missionary, author and authority on Mohammedanism, who is now in Shanghai. The text of the letter follows:

"To His Excellency the President of the United States and the Representative of its Civilization, and the Extender of Knowledge and Education, the Adorners of Character not only, but of Mercy and Compassion, and the Preserver of Safety and Peace, the Head of the American Republic—May God increase his Strength and Authority!

"After these expressions of high regard, we humbly present to your Excellency this open letter, that you may be acquainted with our purposes, namely:

"We have observed that the European war, so long continued, has been the cause of the destruction of millions of lives and endless property, so that there is no rest for the dumb cattle in the pastures, lands have been devastated, and the people cannot sleep by night, nor live peaceably by day. Is it not true that the rulers of this world are as the shadow of God, and that He desires nothing save the protection of His creatures, and the extinction of religious and secular uprisings, so that all may dwell under His shadow and protection? Therefore, God has given them power, and authority, and dominion, and majesty, and prosperity such as he has not given others; and therefore whatever they do of good is of more value than the good of ten thousands of other men in ordinary walks of life.

"The German Emperor, however, became great in his pride for conquest, and in the possession of a great army and navy, until he looked upon other rulers with the eye of envy and hatred, and he did not scruple to add new horrors to this sort of warfare and make peace with other nations, God might still preserve his government and others might then again look upon him with favor and ask God to grant him His mercy. In this prayer Moslems, Jews and Christians might join.

(Continued on Page 2)

REVAL'S ISOLATION AIM OF GERMAN, RUSSIANS BELIEVE

If Valk Railway Goes Menace To Petrograd Will Be Increased

THREE ADVANCES

Proceed Simultaneously Between Coast And Dvina; In Station Area

U-BOATS IN ACTION

Zeppelins also Assist; Russian Squadron Waiting To Tackle Fleet

(Reuter's Agency War Service)

Petrograd, September 7.—The Commissioner of the Northern Front telegraphs that the Russian army is still fighting steady rearguard actions. The railway and road east of Riga run between two lakes, forming a bottleneck through which the whole army had to pass, under a continuous fire.

The German bombardment of the coast south of Pernau suggests the intention of landing with a view to an advance on the railway-center of Valk, which would isolate Reval and increase the menace against Petrograd.

The operations east of Riga consist of three simultaneous advances; firstly, along the coast; secondly, north-east from Iksski, with a view to cutting the Pskov railway; and, thirdly, a movement threatening the Russian forces on the right of the Dvina. Future developments are uncertain, as an advance by the Germans northwards will simply mean the occupation of a greater starvation area, whereas an advance southwards would augment the foodstuffs supply for Germany.

At a conference for the protection of Petrograd, at which the Minister of Posts and Telegraphs presided, it was resolved to prohibit the entry of unauthorized persons. Refugees also will not be admitted to Moscow.

London, September 7.—(By wireless).—A German official communique issued yesterday evening reported:—"Our cavalry defeated the Russian rearguards near Neu Kalpen, 43 miles eastward of Riga."

"Our cavalry is successfully fighting the enemy rearguards, 70 kilometers eastward of Riga. The enemy have set fire to the villages between Lotze Laue and Friedland. At Duenauende, at the mouth of the Dvina, we captured 40 guns, including 22 of large caliber."

A Russian official communique reports:—"In the direction of Riga, near Segevd, encounters have taken place between our rearguard and enemy cavalry. Zeppelins bombed the neighborhood of Hianash, on the coast of the Gulf of Riga, without result."

"Enemy submarines shelled points on the Riga coast and attacked our transports unsuccessfully. Our gunboats and torpedo-boats remained off the mouth of the Dvina to the last moment and convoyed steamers and floating defenses out of Riga."

"Only enemy submarines have appeared in the Gulf of Riga, where our ships remain, ready to engage the enemy."

CHARGE GERMAN FIRMS FINANCED PLOT IN U.S.

Traitors Planned To Destroy Western Crops, Copper And Other Mines

(Reuter's Agency War Service)

New York, September 7.—Documents seized in the raid on pro-German organizations, mentioned yesterday, have revealed a plot to destroy the crops in the West by wrecking implements and also the copper and other mining organizations. It is alleged that German-American firms have been financing the conspiracy.

British Rush German Post And Repulse Many Raids

Give Up Frezenberg Gains To Strong Counter-Attack;
French Defeat Surprise Assault

(Reuter's Agency War Service)
London, September 8.—Field Marshal Sir Douglas Haig reported yesterday: We rushed a hostile post westward of Quant and captured a machine gun. We repulsed raids near Lens and Armentieres.

Strong counter-attacks northward of Frezenberg, against the positions we gained yesterday, compelled us to return to our line.

Sir Douglas Haig reported this evening: Our advance posts at Avion and also eastward of Fleu-dit-Leauvette, on the Lens front, slightly progressed.

Despite the unfavorable weather, our aeroplanes dropped a hundred bombs on various targets. We brought down two and drove down two enemy aeroplanes. One of ours is missing.

Reuter's correspondent says that there has been a good deal of sharp fighting north of the Frezenberg-Zonnebeker road, where we have driven the enemy out of several concrete posts, but have not retained possession of all these. The Germans launched a counter-attack at midday on Thursday in mass, but our artillery put down a heavy barrage, breaking up the assault and inflicting heavy losses. A big gun duel continues in this region.

(By wireless).—A German official communique reports: The British attacked on a front of four kilometers, in the region of the Ypres to Roulers railway, but the attack failed, after a stiff struggle. The enemy employed three divisions in a partial attack near Lens, which also failed. We brought down fourteen aeroplanes.

Paris, September 7.—The official communique issued this afternoon reported: We repulsed a surprise attack made by the enemy, south of Arras.

Three German aeroplanes were brought down and twelve forced down, crippled. Our air-squadrons dropped a ton of bombs on the railway-station at Thionville and a ton and a quarter on the railway-station at Woippy.

The communique this evening reported: There has been reciprocal artillery work at various points, particularly east of Vauxhallon, in the Champagne and in the mountain region on both banks of the Meuse.

Commenting on the brilliant success won by the French on Chemin-des-Dames, the special correspondent of the Daily News says: "The battle of Chemin-des-Dames in 1917 must rank with the battle of Verdun in 1916. The magnificent effort of the French in this costly and heroic struggle has not been fully appreciated by the public."

The general imagination was more deeply moved by the Verdun fight. Yet, between May 5 and August 20, 1917, more German divisions were worn away by the French resistance and attacks on Chemin-des-Dames than before Verdun during the same period last year.

"In the periods under consideration, the Germans engaged 25 divisions on the Verdun front, while on Chemin-des-Dames they brought into line 49. At the end of June, the Germans appear to have had between 450 and 600 batteries on the Alsace front, at

Mohammedan Head Writes Mr. Wilson

(Continued from Page 1)

using your influence to quench the fire of war in the world, and so you will secure everlasting remembrance, as God says in the Koran: 'Is the reward of good anything else than lasting good?' He also said: 'Verily the mercy of God is near to those that are good.'

"But as for the present condition of China, it is like the man who is suffering with terrible pains time after time, who desires to flee from his own severe internal malady, and finds it impossible, or like that of a village troubled with highway robbers and complaining from day to day to the authorities and to the soldiers, but the soldiers themselves have fled away. Verily, the hearts of the rulers of China are divided so that there is constant change, and there is no permanent responsibility."

Now, is it possible for a country in this condition to declare war upon another country? We therefore turn to you and hope that you will arrange and give us good advice for the future affairs of our Republic, in order that prosperity and safety and peace may come to us speedily.

"And whereas the distance between us and you is so great and difficult that we cannot come to you in person as your petitioners, we take the opportunity of sending this letter to you through the favor of our friend, Dr. Samuel Zwemer, who happens to visit us, hoping that he will find some means of forwarding it to your Excellency, on our behalf, that you may assist a people in the utmost need."

"We remain,
Your obedient servants,
(Signed for all the leaders by the Imam of the leading mosque in Peking, Professor of the mosque)

ABU BEKR.
The Fifth of the Month of
Dhu El Kadda, 1385 A. H.
(Aug. 25, 1917.)

Mail Notices

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Per N.Y.K. s.s. Chikugo M. Sept. 15
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For U.S., Canada and Europe:—
Per T.K.K. s.s. Shinyo M. Sept. 10
Per P.M. s.s. Ecuador... Sept. 18
Per R.M.S. Emp. of Japan Sept. 15
Per N.Y.K. s.s. S'zuoka M. Sept. 16
For Europe:—
Per N.Y.K. s.s. Iyo Maru Sept. 23
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FRENCH TELLS WHERE KITCHENER MISJUDGED

Said It Would Take 8 Years To
Make Munitions Asked; Lloyd
George Did More

(Reuter's Agency War Service)
Paris, September 7.—Field-Marshal Viscount French, interviewed by a representative of Le Journal, on the anniversary of the battle of the Marne, said that he was much astonished that von Kluck did not attempt to break through. All the honor of planning the battle belonged to Marshal Joffre and its success was largely due to the movement of the Anglo-French forces in an easterly direction.

He paid a tribute to the speed of the British advance, which made the Germans retreat fifty-five kilometers in four days and also warm tributes to Sir Douglas Haig and General Allenby and in the sector of Varnitza to Marasesti, our artillery dispersed masses of the enemy who were preparing to attack. The enemy endeavored to break through between Varnitza and Monastivara, but were repulsed, after heavy fighting."

Referring to his continual demands for guns and munitions, Lord French stated that Lord Kitchener declared that it would take eight years to manufacture the quantities he required, but Mr. Lloyd George had accomplished an even bigger task. He concluded: "There is not the slightest doubt of our complete victory."

Sir R. Borden, Mark Of Thugs, Collapses

Strain Too Much For Canada's
Premier; Likely To Lay Up
For Rest Of Session

(Reuter's Agency War Service)
London, September 7.—The Ottawa correspondent of The Times writes that Sir Robert Borden, the Canadian Premier, has collapsed under the strain and probably will not be able to attend the House of Commons for the remainder of the session.

MURRAY TO ADMIRALTY

(Reuter's Agency War Service)
London, September 7.—Sir Oswyn Murray, Assistant Secretary to the Admiralty, has been appointed Permanent Secretary to the Admiralty, in succession to Sir Graham Greene, who becomes Secretary of the Ministry of Munitions.

Rumanian Artillery Breaks Up Attacks

Repulse, With Heavy Losses, At-
tempt To Smash Varnitza
To Monastivara Line

(Reuter's Agency War Service)
London, September 7.—A Rumanian official communique, dated the 4th, reports:—"Between Momala and Varnitza and in the sector of Varnitza to Marasesti, our artillery dispersed masses of the enemy who were preparing to attack. The enemy endeavored to break through between Varnitza and Monastivara, but were repulsed, after heavy fighting."

BALKANS CAMPAIGN

(Reuter's Agency War Service)
Paris, September 7.—An official despatch from eastern headquarters, dated the 6th, says: "The artillery struggle has been somewhat violent in the region of the Vardar, especially on the left bank, where the British artillery continued its destructive fire."

The enemy made two successive attacks on the Russian positions between Lake Prespa and Lake Ochrida. The first failed completely. The second enabled an entry into some elements of our advanced trenches.

Wilson In Favor With Socialists

(Continued from Page 1)

which it can really serve the progress of humanity.

He refers to the platitudes about a league of nations to enforce peace, pointing out that such a league existed to protect Belgium and in respect to Hague treaties and conventions, but the Germans brazenly repudiated their pledges and claimed the right to do whatsoever they pleased.

He says that he has not yet seen a single suggestion how a recurrence of such calamities could be prevented if the Germans' lawless temper remains unrepentant and he endorses President Wilson's declaration that no terms signed by the present rulers of Germany could afford the slightest security for the peace of the world. "Nothing could be more certain than that just in proportion as the military defeat of Germany is incomplete, the duration of peace will be short."

Sir Edward Carson insists that the crushing of German military power is essential in order to make fresh aggression impossible for a long time. When this has been achieved, a league of nations may possibly be established with the hope of safeguarding a durable peace. We must, therefore, carry on till victory has been gained and the goal of deliverance reached.

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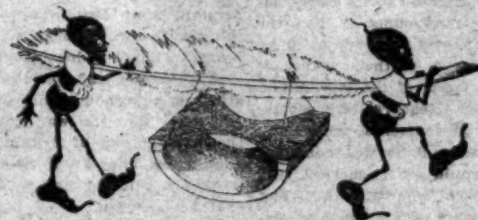
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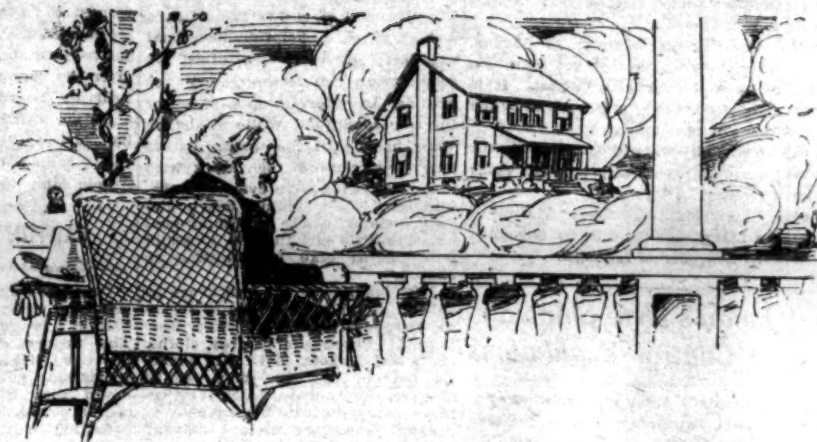
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Yea, from the first
Within the breast
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Life's loveliest.
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We dream our dream
In infant plays:
The boy begins
His house to rear,
The girlie's dolls
Are very dear;
A little hand
The cradle rocks--
She soothes her dolls,
He builds his blocks.

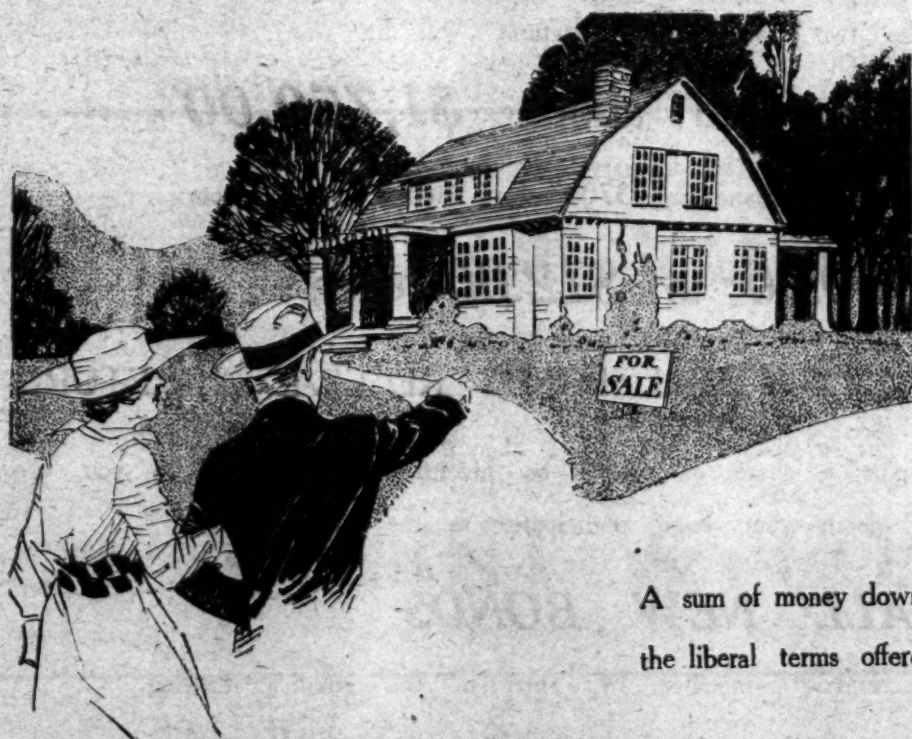
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Dutch Minister Claims Jurisdiction Over Teutons

(From the Chinese Press)

The Dutch Minister to Peking has addressed a note to the Ministry of Foreign Affairs, claiming jurisdiction over the German and Austrian subjects in China during the war. On the other hand, the envoy has been instructed by a Hague wire that the Netherlands will strictly observe the laws of neutrality in the conflict between China and the Teutons.

The Russian Government only agrees to the postponement of the payment of half of the yearly instalments of the Boxer indemnity for five years, according to instructions received by the Russian Minister at Peking. As the sum total of the instalments to be postponed under the new arrangement will amount to something in the neighborhood of Tls. 70,000,000 during the five years, the Petrograd administration believes that it will be too large a sum to be held by China. Moreover, Russia needs the money herself. The United States, Britain, France and Japan have all agreed to the postponement.

The Diplomatic Corps at Peking, following the final meeting to the Chinese desiderata Saturday, will invite members of the Foreign Ministry to attend the ensuing meetings to discuss the questions of China's relation to the Entente Powers and the handling of Austrian guards. The Peking administration will send Wang Tai-hsieh

and Lu Chung-hsian to the joint conference.

General Li Lieh-chun has left Canton, being opposed to the establishment of a provisional government in that city. The attitude of Inspector-General Lu Yung-ting is non-committal, although he approves the appointment of Li Yao-han as Civil Governor of Kwangtung.

The mission of Tsao Ju-lin to Japan is expected to counteract the influence of Chang Chi, former Speaker of the Senate, and Tai Tien-chu, the revolutionist, who are now in Japan to appeal to the people there for support of the southern cause.

Ni Shih-chung was appointed Inspector-General of the Yangtze by a Presidential Mandate Friday and Wang Ting-chen was appointed to assist him.

Several shots were fired upon a train on the Peking-Fengtien line by bandits while passing the Anting station Tuesday.

The Chinese Minister to Vienna, Sung Jui-ling, has not yet been able to leave the Austrian Capital. It is understood that he is being held by the Austrian government.

The Metropolitan Police Department began its censorship of all mails Thursday.

Chang Ming-chi, former viceroy of the Liang Kwang, will be appointed Civil Governor of Kwangsi.

Mokanshan Now Has Branch U.S. Women's War Relief Association

Special Correspondence of the China Press

Mokanshan, September 4.—The Mokanshan Branch of the American Women's War Relief Association was organized early in July and a great deal of enthusiasm has been exhibited in the meetings and the work, there being over one hundred ladies enrolled in the organization not to mention a number of young girls and children who are knitting or sewing. The material for the knitting was furnished by the American authorities and sweaters, socks, hospital stockings, wristers, etc., were the articles made. Women who never knit before were at it and even little girls as young as eight years were learning and turning out wash cloths. As the specifications for the sewing have not yet come out from America, those furnished for the British Women's War Relief Association, which provided the materials, were used.

A weekly meeting was held on the verandah of one of the cottages and, besides a helpful devotional exercise, someone entertained by reading an interesting story or making an address on a phase of the war conditions, while all hands were busy with the work. Ladies and girls carried their work with them everywhere—to evening entertainments, the tennis court, the "grand stand" at the swimming pool and one little girl thought it would be "fine to take her knitting to church."

The results of the work are as follows as reported by the secretary to your correspondent: Forty-four hospital towels, forty tray cloths, eight bed jackets, eight silk shirts, six pair of pyjamas, forty pair of drawers, twenty-five sweaters, twenty-three pair of socks, eleven pair of hospital stockings, twenty pair of wristers and a number of wash cloths.

Another important feature of the Association was "Food Investigation." A special committee was appointed for this. The ladies turned in to this Committee a list of Chinese products, such as can be purchased in any ordinary Chinese market in the interior cities, together with recipes for preparing from these purely native products various dishes. These recipes were written in English with the names of the products also in the Chinese character and were sold at the rate of forty cents a copy. The idea in mind is to use as far as practicable native products and not depend on imports from abroad, thus aiding in the food conservation plans in America. The following resolution was passed: "We the members of the Mokanshan Branch of the American Women's War Relief Association agree to use as far as possible all native food stuffs rather than imported home products."

The ladies feel very much complimented by a note from Mrs. Merriman, head of the work in Shanghai, in which she says that Mokanshan has done more work than any other summer resort.

Wedding

Campbell-Wilson

Mr. Colin Campbell, manager of the Eastern Garage and Miss Gertrude Ruth Wilson, daughter of Mr. H. Wilson of Hongkong, were united in marriage at the Union Church yesterday by the Rev. John Darroch. The civil ceremony had been performed the previous day before Sir Everard Fraser, at the British Consulate-General. Yesterday afternoon after the ceremony a reception was held on board the steamer Tungchow, on which Mr. and Mrs. Campbell left for their wedding trip to the North. Many friends of the couple came to congratulate them.

CANTON NEWS ITEMS

Special Correspondence of the China Press

Canton, August 31.—The extraordinary session of Parliament at Canton is progressing smoothly. The business of the last few days has been discussion of the form of provisional government. It is believed that there will be a war cabinet directing the government both in the suppression of internal order and in war against Germany and Austria.

The Kuomintang leaders here do not want local politics to interfere with south-western affairs and the extraordinary session of Parliament here and will yield to the desire of Lu Yung-ting and Chen Pin-chun in local matters.

The Yunnan troops, the Kwangsi Army, and the First Squadron at Canton are all preparing for war against someone. Where they will go and what they will do will be learned soon. There has been no

The Shanghai Weekly

The first issue has been received of the Shanghai Weekly, a new publication of "fact, fiction and finance," as it styles itself, though evidently intending to feature the social life of Shanghai. Says its salutary leader:

"It is not our intention to adopt any definite policy other than that which aims at the production of a journal of a healthy moral standard, free from raucous and scurrilous notes."

We shall from time to time, as necessity warrants, speak frankly and decidedly upon matters affecting the public interests. As far as possible, however, controversy of a political character will be eschewed. As a social journal we shall balance the editorial scales in favor of that section of the community treading the lighter paths of Social Pleasure and Recreation."

The first issue is well set up typographically with a neat and artistic cover. Its contents are as varied as its policy promises, ranging from a discussion of Sunday observance in Shanghai to personal notes.

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"It's a bear"



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STANDARD OIL CO. OF NEW YORK

Cites Thaw Again For Courage In Air

French Order Also Names Hoskier And Genet, Who Were Killed In April

Paris, Aug. 10.—Among the citations in the army orders printed in today's official journal is that of Sergeant Ronald Hoskier of New York, a member of the Lafayette Escadrille who was killed by a German aviator in an aerial encounter over St. Quentin on April 4. The citation reads: "Sergeant Hoskier was remarkable for his courage and spirit of sacrifice. He fell after a heroic defense against three enemies."

Mrs. H. Hoskier, the mother of Sergeant Hoskier, is with the American Ambulance at Neuilly. His father, a member of an automobile ambulance section, has been commended in French army orders.

Edmond O. C. Genet of New York, a grandson of Governor Clinton, is cited as a courageous and devoted pilot. His last words were "Vive la France forever." Genet was killed in a fight with an enemy aviator near Ham in April, being the first American flier to die in France in the war service.

Lieutenant William Thaw of Pittsburgh, who is popularly known in France as "The American Eagle," has again received a citation. It reads:

Lieutenant Thaw, who returned to the front after recovering from a severe wound, has never ceased to give an example of courage and enterprise. He showed intelligent initiative during a German attack by landing in his airplane near a group of French troops and giving them information that he had obtained by flying low over the enemy's position. This information enabled our troops to avoid a possible surprise. Lieutenant Thaw brought down an enemy aviator on April 26 of this year, that being his second aerial victory."

Japan's New Shipping Control Regulations

(Reuter's Agency War Service)

Tokio, September 7.—The features of the shipping control regulations have been decided by the Cabinet and have now been referred to the Privy Council. They are:

(1) Ships registered with the Imperial Japanese Government shall not be transferred, chartered or mortgaged without the permission of the Government. Ship-yards within the dominion of the Empire shall be prohibited to build vessels for owners who are not qualified to have their vessels registered with the Imperial Japanese Government, without the permission of the Government.

(2) Such ship-building firms shall not be allowed, without the permission of the Government, to receive orders for ships from a party who is not qualified to register them with the Imperial Japanese Government.

(3) Vessels registered with the Government shall not be allowed to run exclusively between foreign ports without permission.

(4) The Minister of Communications, when deemed necessary, may forbid or restrict passenger or freight traffic between foreign ports by vessels registered with the Government.

(5) The Minister of Communications, if necessary, can appoint the route for such ships.

(6) The Minister of Communications, if necessary, can regulate the freight rates for such ships.

(7) The Government, if necessary, can commandeer or use such ships or such ship-building companies' yards by paying compensation therefor.

There are penalties laid down for infringements of these regulations.

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Liberty Makes Oratory Art Of The Day In Russia

Talks Of Brotherhood And Equality No Match For Politics Of Former State Representative From America, Winter Finds

By Florence Harper
(Japan Advertiser)

Petrograd, Aug. 15.—After the revolution, when Petrograd had calmed down a little, strange rumors began to arrive from the front. The soldiers were deserting in hundreds. They were returning to their homes to claim the lands of the rich. They had been told that the large estates were to be broken up and divided among them. They wanted to be on the spot to secure their share. It is said a million men were at their villages awaiting the distribution.

In some places the soldiers took matters into their own hands, and divided the land of the large proprietors between them. Much of this was true, although exaggerated in many cases. All agreed that the soldiers were drunk with freedom. Liberty, to a great many of them meant license, their own way in everything. They were to govern themselves.

With Absolute Faith

They are children playing a new game, a game for grown-ups. They know the rules but vaguely. They have a distorted idea of them. One moment they talk utter nonsense, the next they give one a glimpse of a future Utopia in Russia. Their faith is absolute, their simplicity, childlike. Each man is going through the difficult and painful process of learning to think for himself. The result is very often as ludicrous as the efforts of a puppy learning to use its legs for the first time. These soldiers of Russia are not only carrying on the business of war, (in spite of all rumors to the contrary) but are learning to walk and think as free men.

A waiter in a small cafe gave a stirring address on equality to three of us who had unsuspectingly delivered ourselves into his hands. The Russian speaking man of our party called, "Chechev," the ordinary term used to a waiter, meaning man, or fellow. The waiters paid no attention. We waited for a while, then he called again. When he saw that they evidently did not intend to come, he grabbed one passing, and ordered three glasses of tea.

Pleading For Tea
That was the waiters' cue. Then we had to listen to the following, or go without our tea. "If you want someone to wait on you, you must call citizen, or friend. You have no right to call us chechev, we are as good as you are. All men are equal. You have your work, we have ours, and you must respect our feelings. If you want anything, you must ask, not order us to please bring you what you want." Most politely we requested him to please bring us three glasses of tea, if it would not inconvenience him too much. He complied with our request, and taking his stand by our table, proceeded.

The great French nation is a re-

public, so are we. There all men are citizens and equal. The great, rich American nation is also a republic. There all men are free and equal, too. In America the banker and waiter are all the same. There all men respect the working man" (Stades of the I.W.W.) "No man is ordered to do a thing, he is asked to do it. He does it because it is his work, just as I bring you tea because it is my work, not because you tell me to do it. Our republic shall be as theirs. You must understand this, and treat us as equals, not as servants.

Unworthy Americans

"There are no servants in Russia, the revolution has done away with that. We are all brothers and citizens." We finished our tea, and remarking casually, "Yes, we know all about that, we are Americans," and went on our way. He stopped, but only for a moment. In his eyes we were quite unworthy representatives of that great American freedom. When we left he was still addressing all who cared to listen. One becomes extremely tired of the words freedom and equality in Petrograd.

Shortly after this I was able to judge for myself how the revolution had affected on little part of the front at least. I was stationed in a field hospital four miles from the German lines. As soon as I had time to look around, I saw plainly that our chief had a problem to solve. Among the many things in his favor, the greatest perhaps was that he is American. I saw him about equality, he knew all about it. He belongs to the nation that brought it into being.

On the surface things were the same as usual. Secretly we were apprehensive. The pleasant good-mornings were no longer heard, salutes were rare. When the soldiers wanted to work, they did. Otherwise they smoked and sang the hours away, out of sight of the chief, of course.

Let The Women Work

The sisters at times had to do not only all their own work, but a great deal of the work that had been done before by the orderlies. The sisters receive forty roubles a month, the orderlies only their soldiers pay, so, "Let the women do the work." At night there is an orderly for each ward who keeps the night watch with the sister on duty. A patient asked for a drink. The sister, busy with another man said, "Please see what is the matter, and give that man what he wants." "Why should I work when you are here? Attend to him yourself. You get more than I do, you can do the work."

"But he is your comrade, and I can't wait on them all at once." "Then get another sister. That is what you are here for. Why should I do your work, and you get the money? Soon there will be no sisters. We are going to send you all packing."

and do the work ourselves, then we'll set your forty roubles." Say, Please!

"Please help me. How would you like to be wounded fighting for your country and have a comrade treat you as you are treating these men?" "Oh! That is quite another matter." Quite so. So the chief thought when the report was made to him in the morning. He sent for the reluctant worker. The man came in a no-man's-land frame of mind, ready to argue the point. The chief asked him if he were willing to do his work. The man was not, he was tired of working around the hospital, and waiting on women who were paid more than he was. The chief said nothing, but wrote a letter. The man became a little uneasy. According to him, the nachalnik was not acting true to form. He wanted to talk it over, man to man, but he had come on the wrong morning. The chief was not inclined to discuss socialism that day. He handed the man the letter, addressed to commander of the army corps of the district, and told him to deliver it.

The man became still more uneasy. He asked if the letter were about him. Although this was not quite regular, the chief was willing to answer. It was, requesting the commander to put him to work in the trenches, as he seemed to desire a change. That was enough. That man got on his knees quicker than he ever had before in his life. Now he is one of first to salute and say good-morning.

No Work On Holiday

Up to this time the nachalnik had shut his eyes to the possibility of trouble arising from the sick and wounded were looked after and the work done, without bothering as to how it was done. This incident proved that the old order had passed away. New conditions had arisen, and had to be dealt with accordingly. At Easter he was called away to Petrograd. The soldiers refused to work. It was their "praxnik" (holiday). It was useless to point out to them that the wounded were arriving, holiday or no holiday. Somehow the work was done. A faithful few did their duty, and the hospital did not suffer.

On his return, the chief heard a rumor that the men wanted a committee to manage their affairs. The chief could work in his surgery, and run the hospital, but when it came to questions of the soldiers work, their committee was to decide all things. If the nachalnik wanted anything done, the committee was to be asked if it were agreeable. Without their permission, nothing was to be done outside. Very pleasant. The chief said, "I'll steal their thunder, and beat them to it." Very graciously, he requested them to form a committee to decide upon all questions concerning them and their work. They were to hold a meeting, and elect four men, with whom the chief could deal. All disagreements, all complaints were to be referred to this committee. If they had known that the nachalnik had served a term in the Washington state legislature, they would have hesitated before accepting with such joy.

Doctor's State

That evening the meeting was held. The cook attended with the dining-room men. We waited dinner an hour for them to return. The chief was smiling in spite of hunger. The men had not behaved so stupidly. I should have been sorry for them.

They had never played politics with an ex-congressman, they didn't know what they were up against. Next morning the men went out of their way to salute the nachalnik. Had he not allowed them to have a committee without even being asked? They crowded over all the other soldiers within a two-mile radius. Their nachalniks were treating them as slaves. Why didn't they give them freedom as ours had done, and allow them to manage their own affairs? For a few days the atmosphere was one of sunshine and smiles. The work was done willingly, no complaints came from anyone.

Before going to Petrograd the chief had ordered to several acres of potatoes to be planted. The soldiers when he was away, had refused to do the work. Upon his return, finding out that the potatoes were unplanted, the chief said nothing. One day, he sent for the committee, ignoring all that had passed before. He told them politely but very firmly that he wanted some potatoes planted. The committee were speechless and helpless. It was their work to see that the order was carried out, they had to make the soldiers do the work that they had refused to do before. The soldiers had to obey, since the order came from their own committee, elected by them, gave the order. The potatoes are being planted.

The Cook, Who Wouldn't

The cook, and a very good cook he is, too, announced one evening that he would not cook the dinner the following day. He made this statement to the head sister who is in charge of the commissariat. He came into the pharmacy where she was working, and said, "Sestra, I do not want to work, I shall not cook the dinner tomorrow."

Sister answered, "Tell the nachalnik." "I won't tell him, that is your business." "It is not my business, it is the business of your committee. Have you their permission? Ask them for leave, then tell the chief. That is what your committee is for. It has nothing to do with me whether you work or not."

"I don't want to go to the committee." "That is your affair, and not mine."

at one time. The committee arranges which ones shall go. The men are naturally jealous of their leave, and were not going to allow the cook to do another man out of his home holiday. The cook is on the job, as well as all the others.

How long this state of affairs will continue, we don't know, neither do we care, as long as the work is done. If the men refuse to work without good and sufficient cause, their own comrades stop their leave. The nachalnik has nothing to do with it, they have only themselves to blame. They have never heard of the mutual welfare league, they know nothing of the scheme of self-government that has proved so successful in many prisons in America, but already they are beginning to see that their precious committee is not an unmitigated blessing. Their pride keeps them from saying a word. They boasted so much about it in the beginning to give it up without a struggle, so in the meantime they abide by its decisions. The four are becoming a little unpopular. Soon there will be another election, but the chief will play politics again, and the work will go on as usual.

Seven men are allowed to have leave.

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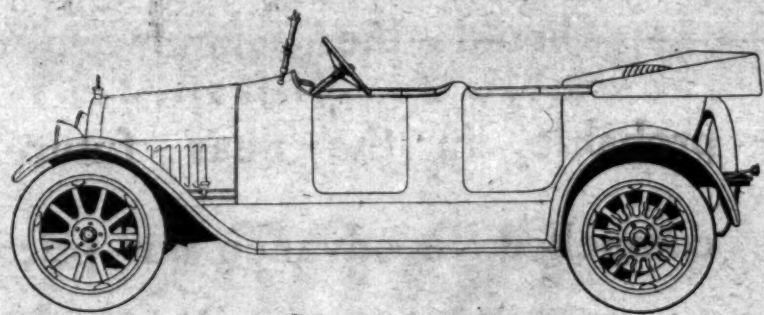
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Price \$10.50 set

The "Garma" Dinner Set



Strong Earthenware, suitable for houseboats, bachelors' messes, etc. White glazed, decorated with grape foliage in natural colours.

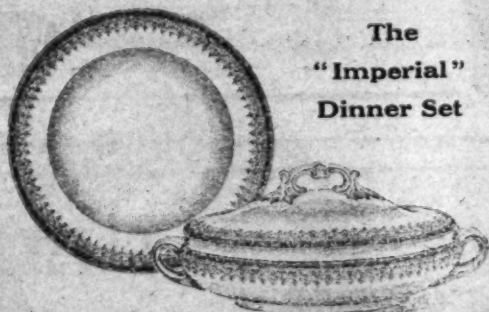
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A strong serviceable Earthenware Dinner Set, shape as shown, decorated with small Peacock Blue flowers, leaves, etc.

Set for 6 persons, 30 pieces | Set for 12 persons, 58 pieces
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Same as illustrated. Wedgewood Imperial Semi-porcelain, dark Blue band with Brown inside lace border, finished Gilt.

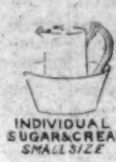
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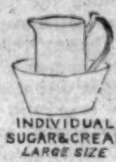
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PRICES OF SETS Tea set 40 pieces, for 12 persons Price \$9.50 Breakfast set 29 pieces, for 6 persons Price \$17.00 Breakfast set 52 pieces, for 12 persons Price \$14.75 Price \$25.00

Prices of Separate Pieces:

Teacups and Saucers - - -	\$ 7.50	dozen	Cream Jugs, ½ pint - - -	\$1.00	each
Breakfast Cups and Saucers - - -	10.50	"	Milk " " " - - -	1.45	"
Coffee Cups and Saucers - - -	7.50	"	" " " " - - -	1.75	"
Tea Plates, 6 inch - - -	4.50	"	" " " " - - -	3.00	"
" " " " - - -	5.50	"	Teapots, 1 " " - - -	3.50	"
Breakfast Plates, 8 inch - - -	7.50	"	" " " " - - -	3.50	"
Egg Cups, small size - - -	2.75	"	Covered Sugar Basins, small - - -	2.75	"
Bread and Butter Plates - - -	1.00	each	" " " " large - - -	3.00	"
Slop Basins - - -	1.00	"	Ind. Sugars and Creams - - -	1.00	pair



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Design and shape as shown, clusters of roses and laurel leaf chains in delicate colours. A handsome set at a reasonable price.

Price per set of 40 pieces
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The "Bath" Tuscan Tea Set

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Decorated centre on buff ground. Artistic and Durable. Leadless Glaze.



TEAPOTS. Queen shape. 1 pts. \$1.35 each 1 ½ pts. 1.50 " 1 ¾ pts. 1.75 " 2 " 2.00 "

HOT WATER JUGS With metal cover. 1 pts. \$2.00 each 1 ½ pts. 2.50 " 2 " 2.75 "



SUGAR AND CREAMS

To match Teapot. Cream and ½ pint: \$0.85 and 1.50 pair

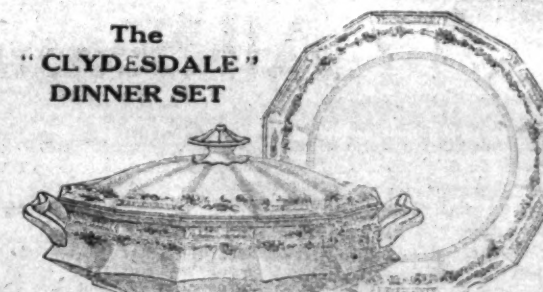
COFFEE JARS. (Tankard)

1 pts. \$1.25 each 1 ½ pts. 1.50 " 2 " 1.75 "



A strong serviceable Earthenware Dinner Set shape as shown, decorated with large Peacock Blue flowers, leaves, etc.

Set for 6 persons, 30 pieces | Set for 12 persons, 58 pieces
Price \$17.50 | Price \$35.00



Same shape as illustrated, with a very delicate design of Pale Blue flowers, and Sage Green foliage. The colouring is very good, and should please the most fastidious.

Set for 6 persons, 30 pieces | Set for 12 persons, 58 pieces
Price \$23.00 | Price \$46.50

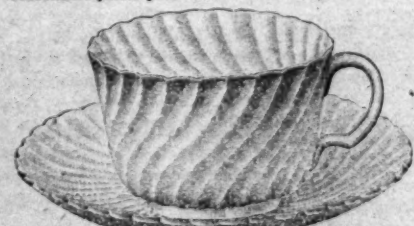


A very popular set decorated with small Pink Blossoms on a glazed White surface, lined round all edges with Gold line.

Set for 6 persons 30 pieces | Set for 12 persons, 58 pieces
Price \$23.00 | Price \$46.50

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Prices of Separate Pieces:

Breakfast Cups and Saucers - - -	\$6.75	dozen
Irish (med.) do - - -	5.50	"
After dinner Cups and Saucers - - -	4.25	"
Plates - 4 inch \$2.25 - 5 inch - - -	3.00	"
" " " " - 6 " - 8 " - - -	6.75	"
Covered Muffin - - - - -	2.75	each
Slop Basins - - - - -	0.60	"
Sugar Basins - - - - -	0.60	"
Butter Dish - - - - -	1.25	"
Teapots - - - - -	2.25	"
Small Sugar and Cream (for individual use) - - -	0.65	pair
Moustache Cups and Saucers - - -	1.60	each
Broth Cups and Saucers complete with cover - - -	1.25	"

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Bringing Up Father



By George McManus



Love, Home and Table Topics
By Clever Writers

Daily Home Magazine Page A Good Page to Read in the Leisure Hour

All Over The World

The Manchester Guardian, in England, makes itself responsible for the following story: Not long ago, when, in the usual order of events, there was an eclipse of the moon - visible at Greenwich - a man whose work brought him daily into Manchester, was seen going home about two hours earlier than usual. Upon being asked by one of his train companions to account for the sudden break in his

routine, he replied that he had to be back in the city before 9 o'clock, because he had read in his morning paper that the eclipse of the moon would be visible from Albert Square from about that time onwards, and he was not going to miss the opportunity, as it was a fine night. He lived in the country.

The story recalls the famous incident connected with Dean Swift.

when his word was law in Dublin, some two hundred years ago. The Dean had announced that there would be an eclipse of the sun on a certain day, at a certain time visible from his house. Some time before the appointed hour, large crowds of people flocked from all parts of the city and congregated around the Dean's house, much to his annoyance. So much, indeed, did it trouble him, that he finally sent out word to the waiting multitude that the eclipse had been postponed, and would not take place for some time. The people at once returned to their homes, disappointed, but unquestioning.

The liquor interests used to laugh at the Kansas prohibition law, and to make it more laughable, used to employ men to violate it openly. When one of their tools was arrested, he was provided with able counsel, and, as a rule, got off on some technical point so far-fetched as to provoke additional laughter in brewing and distilling circles. But the Kansas "bone-dry" law has changed all this. Let one violate it, and he is subject, first of all, to fine or imprisonment, or both, under municipal ordinance. Then he is passed over to the country, which deals with him in an equally drastic manner. When the county is through with him, the State takes him in hand. Finally, he falls into the clutches of the Federal Government, and a long prison sentence and a big fine are the result. The liquor interests are still trying to

"buck the booze law" in Kansas, but they are no longer able to discover anything amusing in the task.

The Louisville (Ky.) cantonment is to be known as Camp Taylor, in honor of the twelfth President of the United States, the hero of Buena Vista, beloved of his soldiers, and of a large part of the civil population, for many years, as "Old Rough and Ready." Three miles east of Louisville is the Taylor homestead, and a revival of interest in the preservation of the property is now reported. It ought to be better cared for, and made more accessible to visitors than it is. It was seventy years ago last February since Taylor met and defeated, with 5,000 "raw recruits" and about 600 regulars, Santa Anna's entire army, and turned what threatened to be a stunning defeat into a decisive victory. Zachary Taylor deserves to be remembered and honored, not only by his State, but by his country, on every appropriate occasion.

Announcement that the French Chamber of Deputies has just passed a graduated income tax bill, which has been under consideration and debate since 1907, contains little to sustain the accepted theory that the French are a volatile people, prone to act first and deliberate afterwards, and less to indicate a determination to enforce the payment of an income tax until the legislators were satisfied that it was equitably distributed and levied.

The response has been entirely from the public. If any one will take the trouble to read the donation page in The Times he will notice that where many organizations remain stationary from month to month, merely stating their "fund," Le Bien-Etre du Blesse always shows a list of contributions amounting to never less than \$5,000 a month. This means constant work, constant appeals, constant thought, and invention of new methods. In consequence, Le Bien-Etre du Blesse ranks after fifteen months of life, as one of the most successful and useful oeuvres in France.

Is it to be imagined, if I am ordered, in spite of representing a French, not an American organization, to turn over all I may raise to the American Red Cross, to be doled out at their pleasure to Mme. d'Andigne, that I will continue to devote all my time and energy to this work, not knowing whether or not the money or supplies will reach their destination? Is it to be imagined that the American people who have conceived a very lively interest in Le Bien-Etre du Blesse will continue to give when they are no longer able to visualize their contributions as directly succoring the poor sufferers in that inexpressible dreary war zone? Not for a moment. Le Bien-Etre du Blesse will simply cease to be. Mme. d'Andigne's work will be wasted, as well as mine.

I have no doubt that the new Red Cross will be as efficient (cursed word) in the future as it has been in the past. It will raise tremendous sums of money, and our own men will be well cared for, no doubt of it. That is a simple business proposition and may be done on the grand scale. But the original relief organizations for which the French and the American women have worked themselves half to death, which are genuinely creative and whose tremendous labor was inspired by love and enthusiasm and the sincerest spirit of self-sacrifice and disinterestedness, they must be content with a bone, reduced to impersonal units out of which every spark of enthusiasm, and, incidentally, ingenuity, will vanish.

As regard Mr. Moffat, the American public should understand just what he has accomplished. He came to America at what for want of a better term is known as the psychological moment. The Red Cross was in disrepute, quite unable to handle so vast a labor. In an incredibly short time he organized first the Committee of Mercy, and then the National Allied Relief Committee, and was sending supplies of every sort to meet the desperate needs of the Allies. In all, he has raised something like \$20,000,000. Without Mr. Moffat and the admirable men and women he induced to work with him the suffering and the deaths would have been incalculably increased. He did his part in saving the United States from Prussian domination, and if this country understood its debt to him it would vote that his organizations should continue their great work undisturbed.

I do not deny that my plea for Mr. Moffat has a selfish element. I could not burden The New York Times with weekly appeals; it was necessary that leaflets should be sent out to 10,000 people at a time. This, Mr. Moffat, with his large staff, lists, and ratings, did for me. Thousands of lives in the war zone of France have been saved by Mr. Moffat's generous co-operation. (With the exception of Miss Elsie Maxwell and our Treasurer, Messrs. John Munroe & Co., Mr. Moffat is the only person on my imposing committee who has given me any help at all.) Moreover, Mr. Moffat is always accessible. There are no airs, and there is no red

tape. He listens to us all, (with a phenomenal patience, poor man,) and what he promises he performs. Is it to be imagined that I could go to the Red Cross with my grievances, induce them to send out my appeals on a certain date to a list of carefully selected names? I shouldn't even make the attempt. When red tape can be cut I cut it, but to dangle at the end of it, rolling it up an inch at a time, cooling my heels in ante-chambers, makes no appeal to me. I should retire to the densest wood and write a novel.

MARK TWAIN BY OUIJA

A Psychic Claim of Authorship Is Made For 'Jap Herron.'

In an introduction to "Jap Herron," a newly published novel of the Middle West and of many years ago (Mitchell Kennerley), Emily Grant Hutchings tells how Mark Twain dictated the story to her out of the unseen, using the ouija board as a medium of transmission. With this instance following so closely upon that of Patience Worth and "The Sorry Tale," it will be suggested to the reader that the mystic planchette is undergoing a merry boom in the circles of the psychics.

According to Mrs. Hutchings, notice that she was to serve in forwarding the posthumous accomplishments of America's most famous humorist came upon her in March, 1915. She was then, at a psychic gathering having Mrs. Lola V. Hays for its demonstrator, indicated distinctly as the soulmate for whose co-operation with Mrs. Hays, Mr. Clemens had been waiting, that he might send back to earth something of the valuable literary

material which he had carried away in his passage. Mrs. Hutchings makes a fairly long account of her subsequent labors of transcription and of the manifestations, through ouija utterances, of the hovering presence of a genial, second-sighted spirit. She is quite convinced, according to her explanatory pages, that the immortal Mark demonstrated his immortality by the pointing planchette under her fingertips. Upon that issue we make no controversy here. "Jap Herron," indeed, is not the work of the Mark Twain we knew as the creator of Tom Sawyer and Huckleberry Finn. But, even as there are sea changes into things rare and strange, so there may be psychic changes, we doubt not, to strengthen the mean apprehensions of sepiotics.

"Jap Herron" is the story of Bloomtown, a dead town; of Ella Hinton, the country editor who becomes a martyr to his hopes before they have met fulfillment in the sudden springing of the village into new life; of the ragged boy, son of a wretched father, who grows up in the Herald office to become the missioner of Ella's desire. Told complete in less than 200 pages, this is a good long short story. It abounds in incidents. It has romance and a lightly skipping humor. The description of the banking of the old Washington hand press in flowers and silence as the old editor dies and the new perfecting press turns out the first copies of the regenerated Herald is a precious bit of pathos.

If a fairly turned tale were sufficient in itself to establish a psychic hypothesis, there would be, concerning "Jap Herron" and its claim, nothing more to be said.

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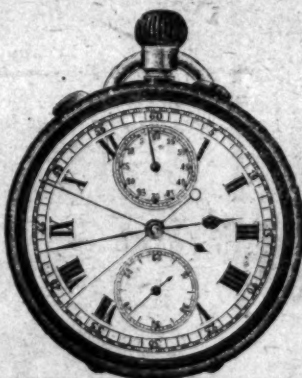
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The Red Cross And The Individual

(Continued from Page 10)

It is in fact, an auxiliary of the French Red Cross, as it was founded by the President, Countess d'Haussonville, at the request of the Government. I undertook to raise the money for it in this country, not only for the sake of the miserable victims of the war, whom I saw myself in the hospitals of the Zone des Armees, but out of friendship for Mme. d'Andigne, who is one of the finest, most self-sacrific-

ing and capable women I have ever known. For over a year I have, with the exception of my book on the war work of the French women, just published, neglected my own work, sacrificed my desire to write fiction, as well as the considerable income always accruing from it. In order to devote myself exclusively to raising the funds that meant the saving of thousands of lives for France - incidentally for the United States of America.

Talks to Mothers

No. 10

Don't allow baby to nurse or feed from his bottle longer than twenty minutes at a time.

Don't allow baby to sleep with the nipple of the feeding bottle in his mouth.

Don't play with baby after feeding him. Keep him quiet and undisturbed in the crib for some length of time.

Don't allow children to play with their food; don't try to amuse them or divert their attention while eating.

Don't allow children to eat between meals.

BORDEN'S EAGLE BRAND CONDENSED MILK

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AMERICA BELIEVES IN JAPAN'S MISSION

Washington's Welcome to Ishii
Equals That Tendered
Other Envoys

TO ADDRESS THE SENATE

Newspapers Comment Favorably
On The Ambassador's
Speeches

Washington, Aug. 25.—(Delayed)—Japan's national emblem hangs alongside the Stars and Stripes over the imposing front entrances of the State, War and Navy Departments at Washington. Since the arrival of Viscount Ishii, the Rising Sun has been given place among the Allied flags at all public places, and the supply of Japanese flags has been exhausted. The most cordial and respectful greetings are given wherever the Ishii mission appears. The leading newspapers are commenting favorably upon the Ambassador's speeches. Indeed, the spirit of the American people augurs the successful issue of the conversations which will commence next week.

The mission visited Annapolis on Saturday and inspected and lunched at the naval academy, where every honor was paid to the party. The scene was impressive. The cordiality of the reception from the commandant to the cadets was evidently spontaneous. Vice-Admiral Takeshita met a number of old friends.

Viscount Ishii has been formally invited to address the Senate on Thursday. His speech on that occasion is expected to convince all America that Japan is ready to co-operate to her utmost. The question of supplies for shipbuilding will probably be discussed.

The regulation of prices of all raw material, especially of steel, coal and oil, is now occupying the attention of the country's biggest technical men. Washington presents a bewildering scene. No one is taking a holiday. The leading authorities and controllers of products have gathered here and are systematically preparing to reduce the prices to the minimum and regulate distribution in order to prevent waste and secure the most prompt and cheapest output of war supplies and necessities of life. The day of big profits has absolutely ended. Congress is preparing bills which will tax to the limit. Almost without a murmur the entire industry of the country finds that Government control has been established. It is doubtful if

America will return to the conditions of recent years.

Everywhere the Allies are receiving consideration of their share and distribution of America's wealth, which is now devoted to the winning of the war. The evident determination of Japan's mission to demonstrate the real chivalry and loyalty of her people is welcomed and is reciprocated throughout the country, notwithstanding the continued efforts of enemy agents to discredit and misrepresent.

Sees Mount Vernon

Washington, Aug. 26.—The Ishii mission and 160 most prominent officials, officers of the army and the navy and Congressmen at Washington were the guests of Mr. Daniels, Secretary of the Navy on board the Mayflower. The party visited Mount Vernon where Viscount Ishii placed a wreath at the tomb of George Washington.

Mr. Daniels made a speech, tracing the long friendship between Japan and America. He said: "Now with stronger ties, we stand together at the tomb of Washington in the hope that we may be endowed with double portion of his faith in the triumph of right."

"We are ready to make supreme sacrifice for the principles for which Japan and America have drawn the sword which will be sheathed only when we have attained guarantee for permanent peace."

Viscount Ishii's reply was an eloquent tribute to the unqualified pledge for lasting friendship and co-operation by the whole Japanese people in the fullest sympathy and understanding. Viscount Ishii's address was received with the warmest evidence of appreciation.

The weather was delightful. The occasion was marked by cordiality and genuine good feeling. There is no doubt that the mission is now creating a fine impression on the American public.

There are indications that the control of steel both in prices and exports will be strictly exercised, but there is a probability that a certain quantity will be allotted to Japan on conditions regarding the uses of steel on shipbuilding all the output of which must be utilized for war purposes.

Ishii Speaks Plainly

New York, August 27.—The New York Times editorially comments on the visit of the Ishii mission to the following effect:

"President Wilson has extended a hearty welcome to Viscount Ishii and party, who have arrived at Washington as the representatives of Japan, which is one of the allies of the United States. America owes to Japan in connection with the present war more than we Americans generally recognize, and this indebtedness of the United States

did not commence with America's participation in the war, but dates far back to the days previous to her having identified herself with the interests of the Allies. Viscount Ishii, in his utterances on his arrival in America, referred to this point, though he did not use the term 'indebtedness.'"

Made Pacific Free

"To speak frankly, the United States owes her safety to Japan; the safe voyages enjoyed by Americans on the Pacific, and the safe crossing of that ocean by the Root mission are nothing but America's indebtedness to Japan, who has protected the wide expanse of the sea. Nevertheless, the American people were apt to disregard, or make light of the efforts made by Japan for the protection of passenger and commercial traffic on the Pacific, apparently regarding the safety of the sea route as a matter of course."

"At the beginning of the war between Japan and Germany, Japan declared that her participation in the war was for the sheer intention and purpose of maintaining the peace of the Far East, and true to her declaration she discharged and fulfilled her pledge in a most admirable and honorable manner."

Drove Germans Out

"The activities of the British and Colonial squadrons, and the destruction of the German fleet by the fleet under command of Admiral Sturdee had of course contributed to assuring

the safety of the Pacific Ocean, as all know but it is due to the efforts of the Japanese army and navy that the German navy has been driven from its Asiatic bases, which enabled Americans to enjoy freedom from the danger of losing their lives and property, in eastern waters."

"As a matter of fact, Japan's self-sacrificing efforts have wrested from the grip of Germany the continent of Asia, and the surrounding seas. It has depended on Japan's efforts solely that the Pacific Ocean has been saved from the destiny of becoming a bloody slaughter house like the Atlantic."

Saw Congress Sessions

Washington, Aug. 27.—Viscount Ishii and party visited the two houses of Congress today, accompanied by Mr. Lansing, Secretary of State, and afterward paid informal calls at various quarters. Tonight the Envoy and suite will attend the reception given by the Secretary of State and the Secretaries of the Army and Navy, and tomorrow the party will visit the Annapolis Naval Academy. Viscount Ishii will make a speech in the Senate on the 30th, following the example of the other Allies' envoys.

Welcomed at Annapolis

New York, August 28.—Viscount Ishii, Japan's special envoy and party paid a visit to the Annapolis Naval Academy, and received an enthusiastic reception. They saw the exercises by the naval cadets.



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IN

"THE CALL OF THE CUMBERLANDS"

IN FIVE ACTS

From the Book and Play by Chas. Neville Buck

DUSTIN FARNUM

Star of a score of photoplays that hold rank as among the very finest production of the cinematographic art, Dustin Farnum has been accorded by popular acclaim a position in the van of American screen artists. In his roles of the virile American he appeals as no other actor can to the senses of justice and fair play through his eminently skilful interpretations. In such a role as this Mr. Farnum is to be seen in "The Call of the Cumberlands," in which he will bring out in even greater efflux than in "The Gentleman From Indiana," his current triumph, the sympathy of his audience.



AT THE

VICTORIA THEATRE

VICTOR MOORE

The Inimitable Comedian of the American Stage

IN

"THE CLOWN"

IN FIVE ACTS

SYNOPSIS

To be a circus clown was the boyhood ambition of Victor Moore, the popular Lasky comedian, and when a small boy he ran away from home and joined a circus, and for the gigantic sum of five dollars per week and board, was permitted to wear the clown uniform in the parade in the morning and sell peanuts to the audiences in the afternoon. Mr. Moore's circus career lasted for three weeks when his father finally located him and after a brief woodshed conference, drove all desire for circus life out of the young man's head. But his ambition is realized now, and he will be seen in the Jesse L. Lasky production of the thrilling photodrama, "THE CLOWN," written especially for him by Marian Fairfax and produced for the Paramount programme under the personal direction of William C. DeMille. This story of the saw-dust circle is said to be superior to even his immortal "Chimmie Fadden" pictures. The Lasky company has surrounded him with a cast of unusual excellence, including Thomas Meighan, Florence Dagmar, Ernest Joy, Little Billy Jacobs, Gerald Ward and others.



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Victoria or Olympic Theatre

GOOD FOR ONE ADMISSION

JAPAN MAY MAKE TRADE FOR STEEL

Her Shipyards Will Aid Allies
If U. S. Modifies Embargo,
Reports Washington

TO DEFER OTHER ISSUES

Open Door, German Possessions
And Immigration To Come
Up After War

New York, Aug. 29. (Asahi Service).—A despatch from Washington says that Japan will grant the use of her shipyards to build ships for the Atlantic and Pacific trade in exchange for a modification of the steel embargo. It is understood that Japan will not urge strongly the claims of the Onaka shipbuilders, who are making fortunes out of war conditions.

In respect to Viscount Ishihara's special mission, it is declared that the questions of the open door in China, the permanent possession of the South Sea Islands taken from Germany, and immigration to America will not be pressed by Japan until after the war.

Whether Japan will offer a share of her Pacific tonnage for the Atlantic depends on the Allies' request.

President Wilson thinks that questions between America and Russia are the most important ones at the present juncture, but he also attaches great importance to questions between Japan and America, which, he believes, have important relations with the solution of American-Russian problems. The forthcoming conference between Viscount Ishihara and the American Government is, therefore, deemed most important by the President, who expects that the result will not only exert some effect on Japan's relations with Russia, but also will affect Germany's plans of operations.

Allied diplomats in Washington openly express their hope that Japan's assistance to her Allies will be increased through the efforts of President Wilson. The attitude of the Japanese Special Envoy has so far approved of the outline of the objects of the American-Japanese conference stated by the President, and the Governments of America and other Allies expect that as a result of the discussion Japan may press Germany with her two million soldiers and her navy.

According to the report brought home by Mr. Ellihu Root, who went to Russia as special envoy, it is understood in Russia that, if America and the Entente Powers should recognize Japan's special position in the Orient, Japan will gladly despatch an army to the Russian frontier.

Concerning this report, an optimistic view prevails in Washington that Japan will before long send an army to Russia. The diplomats there believe that President Wilson will exert his diplomatic ability to secure Japan's consent to the suggestion.

SELFRIDGE TELLS OF LONDON CONDITIONS

Stores Earn Good Profits
Through Custom From High
Wage Classes

London, July 21.—Seeking to find a parallel to the conditions which they are sure the American merchants must sooner or later face as the war continues, some American merchants have written to H. Gordon Selfridge, of Selfridge & Co., Ltd., London, for information concerning the conditions which the English merchants faced and how they met them. Mr. Selfridge's answer to some of these merchants setting forth the difficulties under which he and other English merchants have operated follows in full:

"We have really, during the last three years gone through an interesting experience. I can hardly think that anything like the same conditions will arise in America, even though the war is continued longer than we expect and even though America gets into it quite deeply. Things have taken place, which, before the war we should have felt were absolutely inconsistent with the continuation of business, or, at least, with any possible satisfactory result to that business. And yet we have adjusted ourselves all over the country to these conditions without serious consequences and without much complaint, for the feeling throughout Great Britain is absolutely unanimous in sustaining the country, no matter what is necessary, in this great war.

Absentees' Salaries

"To begin with from this business the first week of the war we lost 150 of our young men who came to us as 'students' and had learned the business under our own instruction, to whom we were looking to fill the managerial positions of the house as rapidly as they might become vacant. This was a serious loss to our organization and one which we cannot make up. Of course most of these young men will return when this war is over, but in the meantime they have grown three years older and have not during those three years increased their knowledge of the dry goods business. Incidentally I may say that we have now 900 men with the colors and we spend \$30,000 or \$40,000 a year in absentees' salaries, which means that we are advancing money to their families so that they shall not in any way want during the period of the bread winners' absence. This is generally being done throughout Great Britain.

Bus Routes Discontinued

"Another difficulty which came quickly was the reduction and final

U.S. Engineers' Work In France Equals Panama



BRIG. GEN. W. M. BLACK,

Washington, August 4.—Engineering work approaching the magnitude of the construction of the Panama Canal is about to be done in France by the Engineer Corps of the Army. The scope of these operations, as explained today by Gen. William M. Black, Chief of Engineering of the Army, will cover the building of a railroad system greater than that in some States of the country, the construction of docks and terminals which would do credit to many American ports, the construction and operation of huge electrical plants and pumping stations and water supply system, sufficient to supply several large cities.

The plans for this tremendous engineering undertaking in France are already drawn and the material is now being purchased in this country. The railroad material and rolling stock for the contemplated system will cost about five times that of all purchases made annually for the Panama Canal.

abandonment of the suburban trains, which we in London had counted upon being absolutely essential to the holding of the business of the suburban customer. Recently the 'bus service, which corresponds with the trams in America has been very much curtailed and only this morning one of my managers told me that 72 different bus routes passing this house had been taken off. These reductions also, we have gradually accustomed ourselves to until we hardly recognize the difference.

"During the first few months of the war our merchandise was not difficult to obtain, but for the last year or more this has become, perhaps, the biggest problem we have to solve. Importations have been prohibited by the government in many departments and in those which have not been prohibited we have great difficulty in getting goods. The manufacturing district of France in the northeast, as you know, has been in the fighting area for so long that practically no merchandise has been obtainable from this great source of supply for at least two years. When we went to America for merchandise we found the manufacturers so well supplied with orders from home that their interest in foreign business was not keen, and while some of them

treated us with great courtesy I think, perhaps, more or less, it was because of my being an American. America has not been a very good supply center as far as Great Britain and our kinds of goods are concerned.

"Notwithstanding all of these troubles most of the dry goods houses in England have shown something of an increase in business and profits during the last 12 months, and this is because wages have steadily risen and the employed class have more money today than they have ever had before in this part of the world. On the other hand the moneyed class have in most instances had their net incomes seriously reduced by taxation, etc., and this class has not spent anything like the money that it was accustomed to spend before the war.

Men's Departments Suffer

"I think generally business has been good in all departments of women's requirements. Men's departments have had a difficult time because 5,000,000 or 6,000,000 of our men are in khaki and not requiring men's hats, shirts and collars, etc.

"The paper shortage affects one in many ways and will make itself felt in America, if the war continues anything like a long time, and advertising will entirely change its condition. We are now limited to two or three columns in newspapers in which we have heretofore used a page. Catalogs are prohibited, not because the government is trying to curtail trade but because of the great shortage in paper—a shortage caused by the absence of excess tonnage, all tonnage being used for bringing munitions and foodstuffs to this country and to the countries of our allies.

"You ask if a considerable part of our business is done by government contracts, but we have not since January, 1915, executed a penny's worth of government contracts. The government's business by that time had been so organized that they could buy direct from makers, and while we have had frequent opportunities for bidding on government orders we have refrained from doing so. Our increase has been purely won from the general public, and you will see that this is not difficult when I tell you that we are adding 400 or 500 book accounts to our ledger every week."

ALWAYS TIRED.

Some men and many women feel tired all the time. This is not natural. Fatigue following work or great exertion is normal, but to be constantly tired indicates a diseased condition, usually thin blood. Backache usually accompanies this state of the system.

Such sufferers are usually pale but not necessarily thin. In fair people the transparency of the skin is increased; in dark people it is decreased and the complexion becomes muddy. The eyelids become a greyish blue.

This condition of thin blood, which doctors call anemia, is a dangerous one if allowed to progress; but with proper treatment it may be speedily corrected. Dr. Williams' pink pills for pale people contain just the elements needed to build up the blood and restore the lost color and vitality. New energy circulates through the system with the enriched blood, the heart stops its alarming palpitating, and the colour returns to pale cheeks and lips.

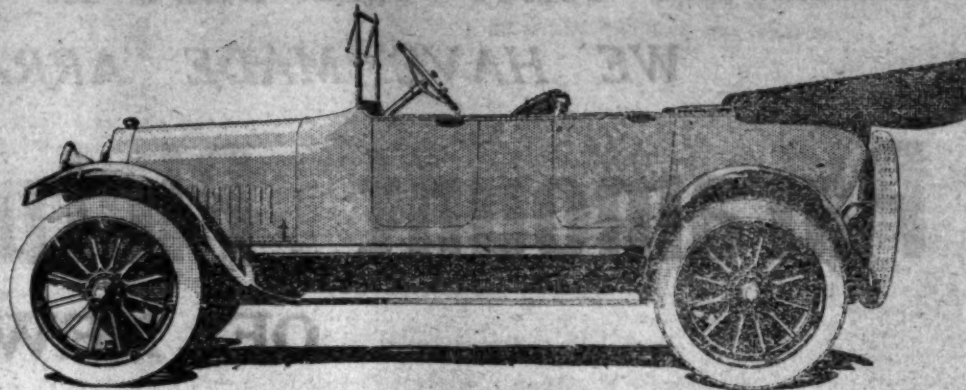
Nothing more is needed except sunlight, good air and food rest. If you do not know exactly what rules to follow in these matters write a post card today to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai for a free copy of the useful guide, "The Blood and Its Work," and other details to follow.

You can obtain Dr. Williams' Pink Pills from any dealer, also, post free, 1 bottle for \$1.50, 6 for \$8, from the above address.

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Says Germany Is Ready For Peace And Internal Reforms

From Stockholm The Chicago Tribune received the following report of a conversation had by James O'Donnell Bennett Tribune correspondent, with an unnamed envoy of Berlin. The envoy outlined what he said were Germany's peace views and the cablegram is given here for whatever it is worth as an indication of Teutonic purposes at this time.

By James O'Donnell Bennett

Stockholm, July 29.—The new German government has made a remarkable declaration of creed and policy to The Chicago Tribune through a trustworthy representative coming to neutral ground direct from the new chancellor and Gen. Ludendorff, the German chief of staff.

The declaration comprehends fourteen high points, as follows:

The new government takes full recognition of the German people's demand for a parliamentary system and says that parliamentarism undoubtedly will come.

The new government declares that it wishes to avoid the shedding of American blood as long as possible.

The new government says a clean sweep was made in the ministries because the new leaders felt that former Chancellor Bethmann-Hollweg and the others so long identified with the war were obstacles to peace and had best disappear.

The Prussian house of lords will be demoralized by the king's creation of new peers if it delays the Prussian vote reform.

The German supreme military command has promised the new chancellor that it will push no war aims in contradiction to those defined by the Reichstag and accepted by the chancellor and will not interfere in the empire's external or internal affairs.

Submarine War Goes On

The new administration sees no prospect of a near peace and says it could become a Socialistic republic tomorrow without bringing peace any nearer. It says the talk that Germany might gain peace by withdrawing beyond the Rhine is bosh.

The new government declares emphatically that the submarine warfare will continue.

It confesses that Germany's losses on the west front last summer were "very serious," but says that in this year's spring offensive its losses were less than half of those of the British from April 9 to May 31.

The new government says the ten parties, where the emperor informally meets the new leaders for conferences are making history and have dissolved the last vestiges of the old court camarillas, adding that the emperor not only accepts but supports the new conceptions of a popular sovereignty, as does the crown prince.

The new German administration says that Germany is not going to come crawling to the peace table, but will revive a sort of congress of Vienna, preceded on peace by negotiations.

My participation in this meeting with the German representative in the neutral capital received the sanction of the American legation here, the officials of which said, "By all means, go to it!"

Pledge Of Army Leaders

The German supreme military command has given the new chancellor this promise and declaration:

"We have no war aims which we will push in contradiction to the war aims defined by the Reichstag and accepted by you. We shall make no interference in the empire's internal or external affairs."

It must be remembered that in giving that promise the military leaders spoke for the body which the world has made synonymous for autocratic interference and incessant meddling. Carefully explaining that it means this:

"The supreme military command is with the new chancellor and is not against peace by negotiation. It further means, in its largest aspect, that we and the German people and the army leaders are together."

The new German administration, much as it would like to, sees no prospect of a near peace.

Concerning the chances of hastening that prospect by radical governmental changes, such as the world groups and visualises in the phrase, "the democratisation of Germany," the new administration makes the caustic observation:

"Germany could become a Socialistic republic tomorrow and still it would not bring peace. In the present condition of military affairs our enemies would not be the more willing to treat with us even if we were a Socialistic republic."

Puts Blame On England

"Our opinion is that the war is going to continue, that England means to destroy us politically and economically if she can, that her talk of dealing more easily with a democratic Germany is bosh [that is the best translation I can offer for the German word 'quatch,' which was the word used], and that we must fight to the bitter end."

To the intimation of certain of our enemies that the way would be opened to peace negotiations if Germany

would withdraw beyond the Rhine, we reply: "There is absolutely no chance of a withdrawal beyond the Rhine."

"Nor do we see that we are in any position compelling us to take the counsel of our enemies. Our military situation is satisfactory. Our submarine situation is excellent."

"We don't wish to crush our enemies nor, standing as we do stand, do we see why we should be crushed. We are ready for peace by negotiation; we also are ready to fight on and we can."

"Germany is not going to give up. At the same time we realize that the talk of a crushing victory for either side is the wildest nonsense."

The submarine warfare will continue. The new German government and the supreme military and naval commands are unanimous in that decision, which they modify only by this qualification:

"If the British refuse to raise their blockade, we shall go on with the submarine warfare until they see a new light."

"In this matter, time is not of the first importance to us. Six months, nine months, a year—it matters not."

"It is a military and not a starvation measure. We know that it will not starve England. But it disorganizes it and throws sand and stone in the machinery. We know. We have the reports."

Compares Losses In West

In describing Germany's present military situation on the west front, the new administration was startlingly unreserved concerning former losses on that front, saying:

"Our losses in the west last summer were very serious. But, in meeting this spring's Anglo-French offensive, we reduced our losses to \$5,000, as against the British losses of 196,000. These figures cover the fighting from April 9 to May 31, and the British figures are not based on our estimates but are taken from the British official reports."

"Our small proportion of losses proves the value of our elastic front. Our method is not a secret. We achieved what we did by withdrawing the line and leaving machine gun posts."

The German figures of \$5,000 loss were brought to The Chicago Tribune correspondent direct from Gen. Ludendorff.

Amid the colossal problems which it faces, the new administration is not above rubbing its hands over the effect of the royal tea parties as a medium of intercourse between the king-emperor and the men of the new era. It believes that these affairs have quite dissolved the curse of the court camarillas. It goes so far as to say, "We have had them—these camarillas—but the emperor's information now is good and his touch close."

Dr. Helfferich, the vice chancellor, began the tea parties, and the etiquette of them, on the emperor's part, was his remark to this effect: "Sit down; I want to talk with you." No camarilla

could survive such meetings with Germany's new men.

Comes As A Conqueror

The German diplomacy does not, at present, expect to come cringing to the peace congress table. It confidently asserts its belief that certain precedents which the congress of Vienna established in 1815 in the matter of territorial readjustments are not so antiquated as the allies may think they are.

The German diplomacy today says "Germany is not going to try to grab, but our declaration for a peace without annexations" does not mean that we shall consent to the elimination of negotiations concerning the points essential to our defense."

In other words, Germany feels that, at the war's end, she still will be holding so much territory that she will be in a position to say, "Now let us trade."

For example—and the provinces named herewith were named by the government only as examples, so far as I know—when it comes to negotiations at the peace congress concerning the disposition of such parts of Courland and Livonia as are thickly settled by Teutonic population, Germany says the decision will depend on what she says, on what Russia says, and on what the Teutonic Courlanders and Livonians shall say.

The new administration believes the emperor not only accepts, but sincerely supports, the conception of a popular sovereignty or volkskoenigtum, defined in his Easter message. It is further declared that the emperor's present position amounts to his saying in substance, "Smash down this wall of feudalism, sweep away the Camerillas if you think they exist."

The new leaders assert that the emperor has made it as plain to the reactionaries as, not words alone, but also deeds, can make it, that he is saying:

"I am marching at the head of the people, I am speaking with the voice of the people."

Looking at this situation from another viewpoint, the new leaders say: "The divine right idea is no longer talked of by anybody. The people will not listen to it. It is exploded. Now the crown rests on public opinion, and the crown realizes it."

I asked how, in the popular estimation, the emperor had come through the crisis. The answer was: "Hand-somely. He has minded his own affairs, and he has stayed within his constitutional rights. The dynasty has been strengthened in the popular heart, and the emperor has risen in the popular regard."

Change In Crown Prince

Who blew the feudal moss from the brain of the crown prince, who many supposed was the reactionary of reactionaries? Or was he, all along, awake to the signs of the times? The new leaders do not undertake to answer that question, but they do say this: "The crown prince has developed an amazingly democratic viewpoint. He is far from a reactionary."

In this connection the government reveals the fact of a suppressed interview which the crown prince gave to the Frankfurter Zeitung days before the crisis. In this interview he spoke so boldly and progressively on the situation that the old regime was frightened and deemed it expedient to order the interview suppressed, which was done.

Concerning the new chancellor, The Tribune receives this statement on the authority of the man coming direct from Dr. Michaelis:

"The new chancellor knows what he wants and he is not going to be dictated to by anybody, least of all by

the military party. In the issue of the crisis he was an unexpected arrival, but he was not an unknown quantity. His name is a synonym for probity and he is famous as the enemy of administration by incorrect influences—what you in America would call dirty work, or graft."

To my request for a brief and exact statement of why the old chancellor had to go, I received this reply:

"He continued to play the old, doubtful tunes which had compelled the Easter proclamation, and so he became, in all minds, a shilly-shallyer."

"One day he would say, 'We Germans had no war aims which were going to hurt anybody, but at the same time we must take care of ourselves.'"

"Now, this kind of talk always left things in the air, and nobody the wiser. He was a middle of the road man, trying to carry water on both shoulders. It would not do. It was felt that he stood in the way of peace."

How Decision Came

Such are the high points in the new Germany's creed and policies. To assert nothing regarding the giving out of the declaration that did not actually happen, it should be said that it was given to The Chicago Tribune not by from the highest political and military authorities in Germany. It came direct from them.

If you leap to the only possible conclusion that last sentence admits,

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WILSON EXPLAINS EXPORT CONTROL

U. S. Domestic Needs Must Be
Safeguarded And Enemy
Blocked, He Says

LICENSES IN TWO CLASSES

First, Goods To Germans And
European Neutrals; Second
To Other Nations

Tokio, August 30.—In an announcement given to the press yesterday by the American Embassy it is stated that President Wilson has just issued a proclamation concerning the control of exports from America. The list of articles which may be exported only under license are placed under two categories: first, exports to the enemy and his allies and to neutral countries of Europe; and second, to all other countries. The proclamation is accompanied by the following explanatory statement by the President:

"The purpose and effect of this proclamation is not export prohibition, but merely export control. It is not the intention to interfere unnecessarily with our foreign trade but our own domestic needs must be adequately safeguarded and there is the added duty of meeting the necessities of all the nations at war with the Imperial German Government. After those needs are met it is our wish and intention to minister to the needs of the neutral nations as far as our resources permit. This task will be discharged without other than the proper qualification that the liberation of our surplus products shall not be made the occasion of benefit to the enemy either directly or indirectly.

"The two lists have been prepared in the interest of facility and expedience; the first list, applicable to the enemy and his allies and to the neutral countries of Europe, brings under control practically all articles of commerce, while the second list applicable to all the other countries of the world makes only a few additions to the list of commodities controlled by the proclamation of July 9, 1917. It is obvious that a closer supervision and control of exports is necessary with respect to those European neutrals within the sphere of hostilities than is required for those countries further removed. The establishment of these distinctions will simplify the administrative processes and enable us to continue our policy of minimizing the interruption of trade.

"No license will be necessary for the exportation of coin, bullion, currency, and evidences of indebtedness until required by regulations to be promulgated by the Secretary of the Treasury in his discretion.

"WOODROW WILSON."

Says Germany Is Ready For Peace And Internal Reforms

(Continued from Page 15)

intent to cajole, that would not lessen the significance of the fact that they wanted to make it.

Nor is it to the point whether the Tribune's representative can vouch for the truth of all that was told him during the many hours required to lay out the situation. Again the significant thing is that the government wanted to give its version of the situation.

Out of this heart searching came not alone a certain humbleness of mind but also the by no means vain-glorious conviction of the new Germany that it is standing alone; that, far from coming to the conference table as a suppliant, it will come, or think it will come, as a proposer, negotiator, equalizer. It wanted the world to know this, too.

Details concerning how and where the declaration was delivered are not necessary now nor would they be especially illuminating. Suffice it to say that the whole proceeding was open and above board and on neutral ground.

In reply to questions concerning its opinion of correctness of American civilians' participation in such a proceeding the chiefs of an American legation replied, "Go to it," and sanctioned the whole affair.

The arrangements were long but simple. The new administration not only admitted one but two spokesmen to the meeting, and the views of one were in some respects opposed to the views of the other.

Both spoke with equal candor, but one was more radical, saying at one point:

"I feel that in some respects, though the new leaders are for the new ends, they have a tendency to fear the new means."

Later he modified this by saying:

"They see the new ends and they are seeking the new means and the hope of all is that, being, as they are, for the good ends, they will not use the wrong means."

In brief, this more radical person was enabled to check up on all the other said.

The declaration, as a whole, unfolded itself in three acts, comprising, first, the war aims; second, the Prussian franchise, and third, parliamentarism.

Act I was the chancellor's and followed it was fatal. It was played to the Prussian parliament, and it was the Prussian parliament that the will, the people, the all-Deutsch crowd and the workers.

Justified Power To Yield

Comprising as it did Germany's acceptance of war aims based on peace without annexations or indemnities, freedom of the seas, and no economic war after the war, this act marked a step forward in human freedom, because it included the recognition of the nationality principle, or the right of small nationalities to self-administration.

How the Socialists and Center party forced the acceptance of these war aims was by their tart remark when the government wanted the new fifteen milliards war credit:

"Yes, but this question of war aims is so interesting that we really cannot take up war credits at the moment."

Then Gens. Hindenburg and Ludendorff came on the gallop up to Berlin, saying in substance: "Good heavens! We have got an expensive war to run. Clear up this matter of war aims and get the war credits."

Under this pressure the war aims were adopted, and act I ended.

Act two in the crisis drama concerned Prussian vote reform. This was the king of Prussia's act and was a success for him. The Prussian landtag did not force the Prussian vote reform. Neither did the Prussian herrenhaus.

The Prussian king did do it, and did it emphatically, saying:

"Universal equal suffrage must come in Prussia today," and gave instructions that measures for it must be taken up in time for the next election of members of the next diet.

Furthermore—and this was the crux of the whole matter—he made it known that if the herrenhaus remained obdurate the herrenhaus opposition would be swamped with new peers. Whether fear or judgment impelled the king is beside the question. In short, the crown met the situation, and instead of being dragged into any movement it elected to lead a new movement.

Wins Affection Of People

It was added in the declaration from Berlin that despite his sincere love for the role of a romantic, religious and sentimentally medieval figure, William II, in this crisis, showed himself a sagacious, patriotic, unselfish monarch and above all has won the affection of his people. He was tactful, safe and sane in the biggest internal crisis Prussia has faced since 1848.

Act three in the crisis drama, is the introduction of parliamentarism into the German empire's governmental system. The curtain is up and the stage is filled, but the act will play more slowly than acts 1 and 2 because, though there is a wide demand for closer co-operation between the Reichstag and the monarch, the new leaders do not believe that the German people are as keen for a genuine parliamentary system as they were for the Prussian vote reform.

Parliamentary government, in the German conception, is the latest, most modern, and the German believes that parliamentarism on a solid basis is the only way to peace and to the new order.

It believes that the function of the government is to govern and the

function of the party is to educate and influence the government concerning the measures and policies. He also dreads the probabilities of the frequent changes inherent in such a system.

Effect On The Reichstag

That is why this act plays slowly, but it must be remembered that it develops logically from act two because the democratization of Prussia, which was act two, simply transfers the democratic power to the Reichstag.

The reason for this is that through a democratized diet, Prussia will bring inevitable governmental pressure on the Prussian king's ministerial appointments and, as the Prussian ministers automatically become members of the imperial parliamentary bundesrath, in which they cast seventeen votes, as the leading state in the empire, will function decisively in the imperial parliament.

In these Prussian democratizing processes the new leaders expect Mecklenburg will follow suit.

One more reason why act three does not play rapidly is that certain of the individual German states fear that strict parliamentarism will interfere with the principles of state sovereignty by causing for example general taxation legislation where now taxation legislation is affected by the wishes of the individual states.

Opposed To Party Rule

The only clear prospect amid these complexities of act three is that imperial Germany will, for the immediate future, continue to have a nonparty government, but with the interest represented in the ministries. In other words, the government will be above the party but responsible to the party.

But all this will not mean genuine parliamentarism. Though the entire center party and part of the National Liberals are against parliamentarism, the new leaders confess that parliamentarism undoubtedly will come. How it shall come and to what extent is the substance of act three, and it is for the intimate tea parties, where the "how" and "when" propositions are being worked out, that the scene is now set.

The fact that though the old regime ministers resigned en bloc the

new ones have not yet been appointed, nor will they be until Aug. 18, is due to the incessant conferences where not only the ministerial selections are being discussed but the policy formulated by which the coalition ministry can be formed on a solid, comprehensive basis.

The new leaders fully understand that the creation of a coalition ministry without a policy so workable that the coalition will not promptly disintegrate is to no purpose. Hence act three moves slowly toward the triumph of its heroine, whose name is democracy.

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COLUMBIA BATTERIES



FRESH
STOCK
JUST
RECEIVED

Multiple Batteries—for Hard Work

on Motor Cars, Motor Boats and Stationary Engines

in Hermetically sealed cases.

Moisture-Proof Dry Cells

the Standard for Telephones and Bells

For Sale by Dealers and by

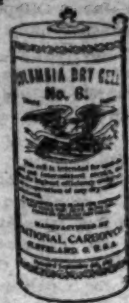
Anderson, Meyer & Co., Ltd.

4-5 Yuen Ming Yuen Road

Telephone 273

Sole Agents For

NATIONAL CARBON CO., Cleveland, Ohio.



"WHY AM I ILL?"

AND

WHAT IS

THE

CAUSE?



HOW TO TELL.—Does every cold affect your back, and cause a feeling of chilliness, followed by disturbance of the kidney action? Does the use of spirits or tea or beer excite the kidneys? Are you easily worried and annoyed over trifles? Are the feet and hands cold? Circulation bad? Do the feet and legs swell? Is there a puffiness under the eyes? Do you have rheumatism, poor eyesight, headaches and backaches? Is there gravel, or any unnatural action of the kidneys?

If you have any of the above symptoms, your kidneys are either weak or diseased, and these symptoms are warning of more serious trouble to follow—Bright's Disease or Diabetes.

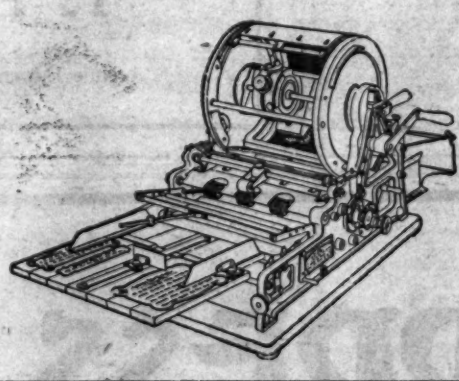
Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in Doan's Backache Kidney Pills, and see how well and fit you feel, after even a few doses. Their effect is marvellous and lasting.

Doan's Backache Kidney Pills are a never-failing cure for all forms of kidney trouble. They instantly relieve the congested, overworked kidneys, and gradually bring them back to health. Their whole action is on the kidneys and bladder—not on the bowels—and by doing one thing only they do that one thing well.

DOAN'S BACKACHE KIDNEY PILLS

兜安氏秘製保腎丸

100 Chinese Letters A MINUTE



Price lists, forms or circular letters written in Chinese are duplicated with the same speed and accuracy; with the same simplicity and economy as are English copies on the

EDISON-DICK MIMEOGRAPH

You dictate a letter, draft a form, issue a price list and illustrate it with sketches—and have fifty right copies in a jiffy—fifty hundred copies in an hour! Fifty hundred copies in Chinese or English, or both.

Let our representative demonstrate the Mimeograph for you—then compare it with the methods that require type and cuts.

MUSTARD & CO.

AGENTS

22 Mustum Road

Shanghai

"STATESMAN"

MEANS

LEADERSHIP

USE "STATESMAN" BRAND PAINTS,
THE LINE OF RECOGNIZED QUALITY,
MANUFACTURED BY

CHARLES H. BROWN PAINT COMPANY

WE CARRY A COMPLETE RANGE OF
EXCLUSIVE COLOURS—READY FOR USE,
PRICES ON APPLICATION

PAINT DEPARTMENT

CHINA-AMERICAN TRADING CO., INC.

13A CANON ROAD, TEL. 918

MIKIMOTO PEARL STORE

Pearls
Jewels



31 Nanking Road
Shanghai

MIKIMOTO PEARL STORE

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, September 8, 1917.
Money And Bullion
 Gold Dollars Bank's buying rate
 @ 117½ = Tls. 85
 @ 72.6 = Mex. 1.17
 Mex. dollars Market rate 72.51
 Bar Silver 177.5
 Copper Cash 177.5
 Sovereigns:
 Buying rate @ 4/10½ = Tls. 4.10
 exch. @ 72.6 = Mex. 1.17
 Peking Bar 177.5
 Native Interest 10

Latest London Quotations
 Bar Silver 490.
 Bank Rate of Discount 5%
 Market rate of discount:
 3 m-s. 5%
 4 m-s. 5%
 6 m-s. 5%
 Exchange on Shanghai, 60 d-s.
 Ex. Paris on London 27.41
 Ex. N. Y. on London T.T. \$ 47.63
 Consols 100 = £ 4

Exchange Closing Quotations
 London 4/10½
 Demand 4/10½
 India (nominal) T.T. 343
 Paris (nominal) T.T. 673
 Demand 673
 New York T.T. 116
 Demand 116
 Hongkong T.T. 663
 Japan T.T. 44
 Batavia T.T. 275½

Banks Buying Rates
 London 4 m-s. Cds. 5/8
 London 4 m-s. Docy. 5/8
 London 6 m-s. Cds. 5/8
 London 6 m-s. Docy. 5/8
 Paris 4 m-s. 694
 New York 4 m-s. 1294

Customs House Exchange Rates For September
 Hd. Tls. 3.95 @ 4/6½
 1 @ 626½ = Francs 6.98
 1 No quotation Marks 75.69
 0.83 @ 108½ Gold \$1
 1 @ 47½ Yen 2.36
 1 @ 15 Rupees 3.81
 1 @ 600 Roubles 6.68
 1 @ 1.50 Mex. \$1.50
 † Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS
 Shanghai, September 8, 1917.
 Kunyik Cotton Tls. 14.00
 North China Ins. Tls. 110.00
 Anglo Java Tls. 8.75

Rubber Outputs

	July	August
Alma	30,000	31,000
Amberst	1,572	—
Anglo-Dutch	49,000	38,000
Anglo-Java	70,000	66,500
Ayer Tawah	27,000	28,312
Batu Anam	20,492	16,528
Bukit Toh Alang	14,424	17,432
Bute	15,768	13,356
Chempedak	12,932	9,384
Chemor	19,223	18,223
Cheng	14,941	14,625
Consolidated	44,702	45,371
Domonin	44,874	42,408
Guala Kelumpang	102,000	101,800
Shipped to London	44,800	101,800
Cocanats	317,000	410,000
Rainfall (inches)	3½	8
Java Consolidated	47,000	45,000
Kamunting	15,917	19,101
Kapala	7,626	8,211
Kapayang	13,254	11,250
Karun	9,120	88,645
Kota Bahru	45,755	20,000
Kroewok	20,000	20,000
Langkat	69,409	75,593
Padang	31,000	31,000
Permatia	4,230	—
Pengkalan	12,723	11,564
Repah	11,000	11,000
Samarang	17,645	15,240
Semambu	13,400	14,625
See Kee	8,702	8,806
Semawang	31,541	29,270
Shanghai-Malay	12,760	11,449
Shanghai-Kelantan	13,500	14,000
Shanghai-Seremban	12,311	10,784
Shanghai-Pahang	15,280	15,245
Shanghai-Sumatra	53,350	57,847
Sua Manggis	19,300	—
Sungai Duri	7,981	7,161
Tanjung Merah	17,794	19,204
Tebong	23,000	32,500
Uluohi	75,000	71,000
Zinghe	5,241	5,157
	33,000	37,000

BAR SILVER

Reuter's Service
 London, September 8.—Today's silver prices were:
 Bar Silver Spot: 48½d. Firm.
 Previous Quotation, London, Sept. 8: Bar Silver Spot: 48½d. Firm. buyers unsatisfied.

"BICKERTON'S"

PRIVATE HOTEL
 Established 22 years.
 103 Bubbling Well Road. Seven minutes from Bund by tram, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

London Rubber Market

Reuter's Service
 London, September 7.—Today's rubber prices were:
 Plantation First Latex Crepe:
 Spot: 2s. 10d. paid.
 October to December: 2s. 11¼d. paid.
 Tendency of Market: Firm.
 Previous Quotation, London, Sept. 6: Spot: 2s. 9¼d. paid.
 October to December: 2s. 11d. paid.
 Tendency of Market: Firm. Total stocks in London and Liverpool, 14,435 tons.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:
 Our last report was dated 31st ult. White silk.—We have again no business to report. The continuous rise in exchange is causing silkmen to adjust their ideas of price and doubtless concessions can be obtained in some quarters but not at present commensurate with advance in exchange.
 Tussah Filatures & coc.—Reports of the crop continue favorable, this added to rise in exchange has caused a considerable decline in offer rates.

Singapore Rubber Market

Messrs. H. N. Trueman and Co., have received the following telegram from their Singapore agents regarding the rubber auction held on September 5:
 No. 1 Smoked Sheet—\$122 per picul equivalent to 2s. 5¼d. in London.
 No. 1 Crepe—\$124 per picul equivalent to 2s. 5¼d. in London.
 Demand is good, closed market rather weaker but not actually lower, offered 1,106 tons; sold 679 tons.

COMMERCIAL CABLES

Reuter's Service
 London, September 7.—Today's rates, prices and deliveries were:
 Consols 2½% for account, 45½%
 Cheques on London at Paris, Fr. 27.18
 T.T. on London at New York, 0.8476½
 Bar Silver (Spot), 49d.
 Bank of England Rate of Discount, 5%
 Market rate of Discount, 4½%
 Cotton: Egyptian F.G.F., 28.50d.
 Cotton: M. G. Fine Scinde and Bengal, 14.30d.
 Cotton: Mid American Spot, 17.25d.
 Plantation Rubber September, 2s. 10d. paid.
 Hornsby's 8½ lb. Shirtings, 17s. 6d.
 Calverts 10 lb. Shirtings, 23s. 3d.
 Taylor's 40s. Yarn, 23d.
 Price of Common to Low Medium Tea fixed 11 pence to shillings.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address: ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.
 Spacious and Luxurious Dining and Reception Rooms.
 Comfortable Bedrooms with Bath; Double, Single or En Suite.
 First-Class Cuisine and Selected Cellar, under Foreign Supervision.
 Central Heating, Electric Light, Modern Sanitary Arrangements.
 Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling
 Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,
 10 Canton Road, Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital £1,500,000
 Reserve Fund 1,000,000
 Reserve Liability of Shareholders 1,200,000

Head Office:
 33 BISHOPSGATE, LONDON, E. C.

Court of Directors:
 Sir Montagu Cornish Turner, Chairman.

Sir Henry S. Cunningham, K.C.I.E.
 T. Cuthbertson, Esq.
 Sir Alfred Dent, K.C.M.G.
 W. H. Neville Gochen, Esq.
 The Rt. Hon. Lord George Hamilton, G.C.S.I.
 W. Foot Mitchell, Esq.
 Lewis Alexander Wallace, Esq.

Bankers:
 The Bank of England.
 The London City & Midland Bank Limited.
 The London County and Westminster Bank, Limited.
 The National Provincial Bank of England, Limited.
 The National Bank of Scotland, Limited.

Agencies and Branches:
 Amritsar Illole Puket
 Bangkok Ipoh Rangoon
 Batavia Karachi Saigon
 Bombay Kiang Seremban
 Calcutta Kobe Singapore
 Canton Kuala Lumpur Shanghai
 Cebu Madras Sourabaya
 Colombo Malacca Taiping
 Delhi Manila (P. M. S.)
 Foochow Medan Tavoy (Lower)
 Haiphong New York Burma
 Hankow Peking Tientsin
 Hongkong Penang Yokohama

Shanghai Branch, 18 The Bund.
 Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.
 Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.
 L. R. BRENNER, Manager.

BANQUE DE L'INDO-CHINE
 Capital (fully-paid) 55,000,000
 Reserve Fund 26,000,000
 Capital Contributed by the Chinese Government 2,500,000
 Reserve Fund 1,750,000

Head office: PETROGRAD.
 Paris Office: 9, Rue Boudreau.
 London Office: 64, Old Broad St. E.C.

Branches:
 London: Messrs. Glyn, Mills, Currie & Co.
 Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.
 Far Eastern Branches and Agencies
 Bombay Harbin Peking
 Chanchun Hongkong Shanghai
 Chefoo Newchwang Tientsin
 Dairen Nicolayowsk Vladivostok
 Hailan O-Amur Yokohama
 Hankow
 85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
 Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
 Local Bills discounted. Special facilities for Russian Exchange.
 Foreign Exchange on the principal cities of the world bought and sold.
 Safe Deposit Boxes.
 L. JEZLERSKI, G. CARRERE, Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.
 9, Ningpo Road.
 Paid-Up Capital \$ 300,000.00
 Reserve \$ 10,000.00
 Deposits (June 31, 1917) \$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.
 Credits granted on approved securities. Bills discounted.
 Current accounts in both taels and dollars with interest, may be opened on application.
 Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.
 K. P. CHEN, General Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:
 Sterling, £1,500,000 @ 2s. 15,000,000
 Silver 18,500,000
 \$33,500,000

Reserve Liability of Proprietors \$15,000,000

Head Office: HONGKONG
 Court of Directors:
 Hon. Mr. S. H. Dodwell, Chairman.
 Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Anton.
 F. C. Butcher, Esq.
 A. H. Compton, Esq.
 G. T. M. Edkins, Esq.
 C. S. Gubbay, Esq.
 E. V. D. Parr, Esq.
 W. L. Pattenden, Esq.

Chief Manager:
 Hongkong—N. J. STARRS.

Branches and Agencies:
 Amoy Ipoh Peking
 Bangkok Johore Penang
 Batavia Kobe Rangoon
 Bombay Kuala Lumpur Saigon
 Calcutta London S. Francisco
 Canton Lyons Shanghai
 Colombo Malacca Singapore
 Foochow Manila Sourabaya
 Hankow Nagasaki Tientsin
 Harbin New York Tsingtau
 Iloilo Yokohama

London County and Westminster Bank, Ltd.
 Shanghai Branch: 12, The Bund.
 Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
 Local Bills Discounted.
 Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
 Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.
 A. G. STEPHEN, Manager.

Russo-Asiatic Bank
 Capital (fully-paid) 55,000,000
 Reserve Fund 26,000,000
 Capital Contributed by the Chinese Government 2,500,000
 Reserve Fund 1,750,000

Head office: PETROGRAD.
 Paris Office: 9, Rue Boudreau.
 London Office: 64, Old Broad St. E.C.

Branches:
 London: Messrs. Glyn, Mills, Currie & Co.
 Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.
 Far Eastern Branches and Agencies
 Bombay Harbin Peking
 Chanchun Hongkong Shanghai
 Chefoo Newchwang Tientsin
 Dairen Nicolayowsk Vladivostok
 Hailan O-Amur Yokohama
 Hankow
 85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
 Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
 Local Bills discounted. Special facilities for Russian Exchange.
 Foreign Exchange on the principal cities of the world bought and sold.
 Safe Deposit Boxes.
 L. JEZLERSKI, G. CARRERE, Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.
 9, Ningpo Road.
 Paid-Up Capital \$ 300,000.00
 Reserve \$ 10,000.00
 Deposits (June 31, 1917) \$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.
 Credits granted on approved securities. Bills discounted.
 Current accounts in both taels and dollars with interest, may be opened on application.
 Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.
 K. P. CHEN, General Manager.

The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital \$60,000,000
 Paid-up Capital \$10,000,000

HEAD OFFICE: PEKING
 Branches and Agencies:
 Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiquen, etc., etc.

SHANGHAI BRANCH,
 3 HANKOW ROAD.
 Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
 For 3 months at the rate of 3 per cent per annum.
 For 6 months at the rate of 4 per cent per annum.
 For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Hongkong & Shanghai Banking Corporation
 Savings Bank Office:
 12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.
 Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.
 Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance.
 Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.
 Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
 Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Nederlandsche Handel-Maatschappij
 (NETHERLAND TRADING SOCIETY.)
 Established 1824.
 Paid-up Capital—Guilders 60,000,000 (about £5,000,000)
 Reserve Fund—Guilders 9,225,431 (about £827,120)
 Head Office: AMSTERDAM.
 Head Agency: BATAVIA
 Agencies in Holland:
 THE HAGUE and ROTTERDAM.
 Branches:
 Banjermasin Padang Soerakarta
 Bandoeng Palembang Tandjong-Balei
 Cheribon PekalonganTebin-Tinggi
 Dejenber Penang Tegal
 Djokjakarta Pontianak Tjilatjap
 Hongkong Rangoon Tjilatjap
 Kota-Radja Semarang Weltevreden
 Makassar Singapore Soerabaya
 Medan Soerabaya

London Bankers:
 Union of London and Smith's Bank, Ltd.
 Correspondents at the principal places in Europe, Asia, Australia and North America.
 The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.
 Current accounts kept in taels and dollars.
 SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.
 B. G. J. WYNBERG, Manager.

Commercial Bank of China
 Head Office: SHANGHAI
 Subscribed Capital Sh. Tls. 5,000,000
 Paid-up Capital...Sh. Tls. 2,500,000
 Advances made on approved securities. Bills discounted.
 Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
 For 3 months at 3 per cent per annum.
 For 6 months at 4 per cent per annum.
 For 12 months at 5 per cent per annum.
 On Deposits in Dollars according to arrangement.
 H. C. MARSHALL, Chief Manager.

The Bank of Canton, Limited.
 Incorporated 1912.
 Authorized Capital H.\$2,000,000
 Subscribed and paid up Capital H.\$1,371,500
 Reserve Fund H.\$ 130,000
 Investment reserve fund...H.\$ 20,000
 Head Office:
 No. 6 Des Voeux Road, Hongkong.
 Shanghai Office:
 No. 2 Ningpo Road.
 Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange business transacted.
 Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.
 K. KODAMA, Manager.

Yokohama Specie Bank, Limited
 (Established 1830.)
 Head Office: YOKOHAMA, JAPAN.
 Capital Subscribed ... Yen 48,000,000
 Capital Paid-up 36,000,000
 Reserve Fund 21,300,000
 London Bankers:
 Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.
 Branches and Agencies:
 Antungshin London Port Arthur
 Bombay Liaooyang S. Francisco
 Calcutta Los Angeles Singapore
 Changchun Lyons Sydney
 Dairen Mukden Siamfu
 Hankow Nagasaki Tientsin
 Harbin Newchwang Tientsin
 Hongkong New York Tokio
 Honolulu Osaka Tsingtau
 Kobe Peking
 SHANGHAI BRANCH
 Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.
 Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.
 K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus...U.S. \$6,500,000.00
 Undivided Profits... 1,010,000.00
 U.S. \$7,510,000.00

Head Office:
 55 Wall Street, New York
 National City Bank Building.
 London Office:
 36 Bishopsgate, E. C.

Branches:
 Bombay Hongkong Peking
 Calcutta Kobe San Francisco
 Canton London Santo Domingo
 Cebu Manila San Pedro de
 Colon Medellin Macoris
 (Cristobal C.Z.)
 Hankow Panama Singapore
 Tientsin Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:
 Bahia Rio de Janeiro
 Buenos Aires Santiago de Cuba
 Genoa Santos
 Havana San Paulo
 Montevideo Valparaiso
 Petrograd

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT ACCOUNT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.
 H. C. GULLAND, Manager.
 1a Klukiang Road, SHANGHAI.

The Mercantile Bank of India, Ltd.
 Head Office, 15 Gracechurch Street LONDON, E. C.
 London Bankers:
 Bank of England.
 London Joint Stock Bank, Ltd.
 Branches & Agencies:
 Bombay Howrah Madras
 Calcutta Kandy Penang
 Colombo Karachi Port Louis
 Delhi Kota Bharu (Mauritius)
 Galle Kelantan Rangoon
 Hongkong Kuala Lumpur Shanghai
 Singapore
 Shanghai Branch.
 EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 per cent per annum and on Fixed Deposits at rates which may be ascertained on application.
 R. D. YOUNG, Manager.
 7 Nanking Road. 9753

BANK OF COMMUNICATIONS
 Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.
 Paid up Capital: Kumping Taels 10,000,000
 HEAD OFFICE: PEKING.
 50 Branches and Agencies at principal commercial places in China.
 SHANGHAI BRANCH
 Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.
 Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.
 CHAO CHING HUA, Manager.

Sumitomo Bank, Limited
 SHANGHAI BRANCH
 No. 1 Klukiang Road
 Capital Yen 30,000,000
 Capital (Paid-up) ... Yen 18,750,000
 Reserve Yen 1,470,000
 Deposits Yen 120,000,000
 President, Baron K. Sumitomo
 Head Office: OSAKA.
 Branches:
 Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Kanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
 LLOYDS BANK, LIMITED
 New York Banker:
 NATIONAL CITY BANK OF N. Y.
 Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.
 S. KASAHARA, Manager.
 Tel. No. 3536 (Sumitomo Bank), Tel. No. 4663 (Comptroller Office).

Chung Foo Union Bank
 Statutes approved by the Government in 1916
 Head Office: Tientsin
 Capital \$2,000,000.00
 Paid-up Capital \$1,000,000.00
 Managing Director: SUN TAO SAN
 Branches and Agencies:
 Tientsin Chinkiang
 Shanghai Soochow
 Peking Wushu
 Hankow Hangchow
 Nanking Ningpo
 Yangchow Shanghai
 Haichow Canton
 Pengpu Hongkong
 Tsingkiangpu
 Shanghai Branch
 441, Ningpo Road
 Every description of Banking and Exchange business transacted.
 Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Credits granted on approved securities.
 Y. R. SUN, Manager.
 T. D. ZAR, Sub-manager.

Business and Official Notices

Customs Notification
No. 882.

EXPORT OF FLOUR.

With reference to Customs Notifications Nos. 871 and 872 regarding the exportation abroad of Flour, the public is hereby notified that the fee payable to the Superintendent on application for the Huchao necessary for shipment has been reduced by the Chinese Government from \$0.40 to \$0.20 per bag of 50 lbs.

Those concerned are further reminded that the general permission granted for the exportation of Flour may be withdrawn if necessary on notice of 21 days being given.

R. H. R. WADE,
Commissioner of Customs.

CUSTOM HOUSE,

Shanghai, September 7, 1917.

15045

The Ayer Tawah Rubber Plantation Company, Limited.

NOTICE is hereby given that the Directors have declared a third interim dividend, for the year ending 30th September, 1917, of 10 per cent on the issued capital of the Company, being equal to One Tael per share, payable on the 15th day of September, 1917, to Shareholders on the Register at that date.

The Transfer Books of the Company will be closed from the 12th to the 15th September, 1917, both days inclusive.

By Order of the Board of Directors,
GEDDES & CO., LTD.
Secretaries.

15008

MODES DE PARIS

90r Bubbling Well Road.
(Opposite Race Course).

MADAME CECILE begs to inform her patrons that she has returned from her vacation and is prepared to receive orders for dress-making of every description from September 1st, 1917.

14898

AU CHIC PARISIEN
REMOVED

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44 Bubbling Well Road

(Arts & Crafts Building)

Customers will kindly note change of

TELEPHONE NO. WEST 1296

15035

The Tientsin-Pukow Railway Administration

Notification No. 262.

INVITATION OF TENDERS (090/1).

Tenders, which will be opened at 3 p.m. on the 1st day of November, 1917, are hereby invited for the supply of LOCOMOTIVE and WAGON TYRES and AXLES and COPPER RODS for FIRE-BOX STAY BOLTS, for a free list of which apply to the Administration, where tender forms attached with drawings and full particulars may be obtained on payment of a sum of \$5.00.

(Signed) S. C. SHU,

Tientsin, September 1, 1917.

Managing Director.

15030

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEH MINE"

18731

FOR
Up-to-date Artistic

PRINTING

Ask

SHANGHAI PRESS, LIMITED

Office & Works: 88A HASKELL ROAD

Phone: NORTH 2632

Piece Goods and Yarn

Messrs. Libert and Co., write as follows in their weekly market report: The trade, at the commencement of the week under review, was not without some small indications of a revival in enquiry for the autumn. The rapid upward movement in silver during the last few days, from 46d. to 48½d., a price unprecedented since January, 1891, together with the telegraphic rate on London from 4/6½ to 4/10, with possibly better rates obtainable, have however, completely deadened any immediate demand, and our market in consequence has again assumed a state of quietude with dealers more or less nervous as regard the future outlook of exchange.

On the other hand, the markets in the interior are undoubtedly very short of supplies, but it would appear that buying for the Autumn requirements is at all events delayed for the time being.

The auctions at the earlier part of the week were erratic and irregular, but at the Yuen Fong Auction yesterday, the effects of the rise in exchange were particularly marked, and prices fell fully on an average of eight mace per piece all round. Jeans and White Shirtings which chiefly go to the Korean markets, declining as much as one tael per piece.

As far as any private business is concerned, in all classes of piece goods, our market is quite dead and we have no sales to report.

Cotton.—Throughout the week we have had continued fine weather, and the new season's crop is looking exceedingly well. Small arrivals of Ningpo Cotton have been placed on the market at Tls. 25.50 per picul. It is a little early yet for Shanghai and Tientsin grades, but in another ten days or so the first pickings of the new crop should be on the market. The continued fine weather, combined with the phenomenal rise in silver, has further depressed prices.

Today's quotations for the new season's crop being:—Tungchow Tls. 30.00 to Tls. 29.00, Shanghai at Tls. 28.00 to Tls. 26.50 and Ningpo qualities at Tls. 25.50 to Tls. 24.00 according to the delivery required, possibly lower prices might be accepted.

Liverpool quotations are given by Reuters as follows:—

Middling American, at 17.60d., Egyptian at 25.50d. and F. M. G. Bengals at 15.00d.

Local Yarn.—Our market commenced to show indications of a better feeling during the earlier part of the week, but the sudden jump in exchange has had a decided quietening effect, and intending operators are again refraining from making purchases. Our market is quiet and weak.

The following sales are reported to have been made:—

16's 300 Bales Two Tiger at Tls. 125.00 and 300 Bales Watermoon at Tls. 132.00.

20's 300 Bales Tramway chop at Tls. 125.00, 400 Bales Five Men at Tls. 125.00, 400 Bales Man and Goat at Tls. 134.00, 300 Bales Three Joss at Tls. 132.00 and 500 Bales Watermoon at Tls. 147.00.

Indian Yarn.—The following sales in 10s. have come to our notice:—

100 Bales Sorab at Tls. 105.00, 100 Bales Tricundassa (Ring) at Tls. 105.00, 200 Bales Connaught at Tls. 102.00 and 300 Bales Naranjee at Tls. 100.00.

FRESH SAMLI

\$1.50 per lb.

FRESH HERRINGS

25 cents each

Motor Delivery Service

C. EDDIE & CO.

1132-3 Broadway, Shanghai

Tel. North 839

NOTICE OF REMOVAL

THE Offices of the undersigned are from the first of September located on the third floor of the Raven Trust Building, No. 15 Nanking Road, with main entrance from Szechuen Road.

HANS BERENTS,

M. Nor. Soc. C. E. - A. M. Am. Soc. C. E.,

Consulting Engineer.

September 1, 1917.

14971

STEAMERS

for Purchase or Sale.

Only bona fide applications will be entertained. References required.

C. A. MARTINDALE MARQUES,

Ship Broker,

98 Szechuen Road.

Tel. No. 380.

KINGMAN & BROS.

DENTAL SURGEONS
at the Philadelphia Dental College
and Garretts' Hospital of

Oral Surgery,

Philadelphia, U.S.A.,

Will perform all

Kinds of dental operation on
modern Scientific principles
And supply

Teeth of Superior Workmanship in
Vulcanite, Gold and Alloy Plates,
Gold Crown and Bridge Work.

All works are guaranteed to entire
satisfaction.

No. 40 Szechuen Road.

13704

LYCEUM THEATRE

Return visit of

THE FRAWLEY COMPANY

For One Week Only

Monday and Tuesday, the 10th and 11th Sept.

"Peg o' My Heart"

Wednesday and Thursday, the 12th and 13th Sept.

"Sunday"

Friday, Sept. 14th

"Fair and Warmer"

Saturday, Sept. 15th

"The Outcast"

Booking now open at Moutrie's Box Office.

Tonight!

Tonight!

THE

OLYMPIC THEATRE

PRESENTS

D. W. GRIFFITH'S

WONDERFUL MASTERPIECE

"Home Sweet Home"

IN SIX REELS OF TENSE, THRILLING
DRAMA

"HOME, SWEET HOME"

WILL APPEAL TO EVERY MAN, WOMAN
AND CHILD: IT IS GRIFFITH'S MOST
SUCCESSFUL WORK

ISIS THEATRE

Corner of Jukong Road and North
Szechuen Road (about 150 yards
from Range Road)

2 Performances Nightly at 7.15

and 9.15 p.m.

MATINEE TODAY

at 3 p.m.

TONIGHT Showing TONIGHT

The Powerful and Exciting Story

IN THREE PARTS

"THE TREASURE OF TREGOR"

Do not fail to see this sensational

feature, which abounds with

wonderful situations.

Tonight Showing also

The Screaming Comedy in 3 Parts

HAKE AND MEYER IN

"DELICATESSEN STORE"

and

"CHILDREN ELOPE"

Usual Prices

OPEN-AIR CINEMA

PUBLIC GARDEN—AVENUE

JOFFRE 474

(EX-GERMAN GARDEN CLUB)

Tonight Tonight

"British Official War Films"

TANKS IN ACTION

AND

BATTLE OF PERONNE

The best British War films ever seen

in China.

Performance 9.15 Sharp

Admission price \$1.00

TOWA CINEMA THEATRE

No. 3 Wuchang Road (Near Chapoo Road)

Programme for September 9th

"AT THE RISK OF HER LIFE"

Kalem Drama

"SNOB THE TAMER"

Comedy.

"THE BLUE DIAMOND"

Pathe's Film d'Art. A great Detective

Film Story, full of excitement.

TWO PARTS.

"AMBROSE'S SOUR GRAPES"

Keystone Comedy.

TWO PARTS

CHANGE OF PROGRAMME

EVERY MONDAY AND FRIDAY

Matinee Today at 2.30 p.m.

Admission Prices:

30 cts., 20 cts. and 10 cts.

Commencing Monday, September 10th.

"LIBERTY"

Showing 9th and 10th Episodes, entitled:

"TRAPPED" and "HUMAN TARGET"

Four Reels.

APOLLO THEATRE

Programme for September 9th

TONIGHT

TONIGHT

"DEBT OF HATE"

Pathe's Film d'Art. In Four Parts.

A masterpiece of Cinema production, featuring the popular French

Actress, Mlle. Andre Pascal.

Pathe's British, French and American Gazettes

Depicting all the principal events.

"DEACON'S WATERLOO"

Nestor Comedy

MATINEE, TODAY at 3 p.m.

"LIBERTY"

Showing 11th and 12th Episodes, Four Reels.

Commencing Monday, September 10th.

"LIBERTY"

13th and 14th Episodes, entitled:

"Strife and Sorrow" and "A Modern Joan of Arc"

Four Reels.

Programme for September 10th, 11th, 12th and 13th.

TOMORROW NIGHT

TOMORROW NIGHT

"LIBERTY"

Thrilling and Sensational Serial in 30 Episodes, each Two Reels.

Featuring MARIE WALCAMP and EDDIE POLO

Showing 13th and 14 Episodes, entitled:

"Strife and Sorrow" and "A Modern Joan of Arc"

Four Reels.

Pathe's French and American Gazettes

Depicting all the principal events.

"A House Built in Five Minutes"

Amazing Comedy

"When Aunt Matilda Fell"

A splendid comedy

Coming Shortly

The Johnson-Willard Fight

FOR THE WORLD'S HEAVY-WEIGHT

— BOXING CHAMPIONSHIP —

In 3 Parts

Fought in Cuba in 1915 before an audience of 34,000 people

The right to make this film cost \$100,000

THE INSTINCTIVE ARTISTRY

OF THE

ITALIAN PRODUCER

His wonderful feeling for pictorial beauty and imposing
spectacle, have never been more effectively
demonstrated than by the wonderful film.

"THE WANDERING JEW"

ADAPTED FROM

EUGENE SUE'S

FAMOUS NOVEL

It is to be exhibited Tonight

AT THE

Victoria Theatre

Sailed from Shanghai

For London, etc.

Mitsushima Maru

Suwa Maru

For Liverpool

Hitachi Maru

Kashima Maru

Katori Maru

Sado Maru

For New York

Suruga

Toyooka Maru

Tsubshima Maru

For San Francisco, etc.

China

H. Luckenbach

Siberia Maru

Tenyo Maru

Venezuela

For Tacoma

Hawaii Maru

Justin

Manila Maru

Panama Maru

For Seattle

Inaba Maru

Sado Maru

Tokohama Maru

For Vancouver

Suki Maru

Hazel Dollar

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 10	noon	San Francisco	Shinyo maru	Jap.	Alexander
11	..	San Francisco	Colombia	Am.	P. M. S. S. Co.
12	..	Victoria B.C. & Seattle	Isaba maru	Jap.	N. Y. K.
13	..	San Francisco	Shindoko maru	Jap.	P. M. S. S. Co.
14	..	San Francisco	Empress of Japan	Br.	C. P. O. S.
15	..	Victoria B.C. & Seattle	Shindoko maru	Jap.	N. Y. K.
16	..	Tacoma & Seattle	Mexico maru	Jap.	O. S. K.
17	..	Vancouver	Empress of Asia	Br.	C. P. O. S.
18	..	Tacoma & Seattle	Hawaii maru	Jap.	O. S. K.

FOR JAPAN PORTS

Sept 10	noon	Nagasaki, Kobe & Yokohama	Shinyo maru	Jap.	Alexander
11	..	Nagasaki, Kobe & Yokohama	Yamashiro maru	Jap.	N. Y. K.
12	..	Moji, Kobe & Osaka	Kasuga maru	Jap.	N. Y. K.
13	..	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.
14	..	Kobe & Yokohama	Shindoko maru	Jap.	P. M. S. S. Co.
15	..	Nagasaki, Moji & Kobe	Shindoko maru	Jap.	N. Y. K.
16	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Sept 9	..	Java Ports	Tilpanas	Dut.	H. C. T. Co.
11	..	London etc.	Iyo maru	Jap.	N. Y. K.
12	..	Liverpool via ports	Kitama maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Sept 9	A.M.	Foochow	Hsiao	Chi.	C. M. S. N. Co.
10	..	D.L. Swatow & Hongkong	Anhui	Br.	B. & S.
11	..	Swatow & Hongkong	Hsin Fung	Br.	B. & S.
12	..	Swatow & Hongkong	Kwaichang	Chi.	C. M. S. N. Co.
13	..	Swatow & Hongkong	Kiaichang	Chi.	C. M. S. N. Co.
14	..	Swatow & Hongkong	Shantung	Br.	B. & S.
15	..	Swatow & Hongkong	Shantung	Br.	B. & S.
16	..	Swatow & Hongkong	Shantung	Br.	B. & S.
17	..	Swatow & Hongkong	Shantung	Br.	B. & S.
18	..	Swatow & Hongkong	Shantung	Br.	B. & S.
19	..	Swatow & Hongkong	Shantung	Br.	B. & S.
20	..	Swatow & Hongkong	Shantung	Br.	B. & S.
21	..	Swatow & Hongkong	Shantung	Br.	B. & S.
22	..	Swatow & Hongkong	Shantung	Br.	B. & S.
23	..	Swatow & Hongkong	Shantung	Br.	B. & S.
24	..	Swatow & Hongkong	Shantung	Br.	B. & S.
25	..	Swatow & Hongkong	Shantung	Br.	B. & S.
26	..	Swatow & Hongkong	Shantung	Br.	B. & S.
27	..	Swatow & Hongkong	Shantung	Br.	B. & S.

FOR NORTHERN PORTS

Sept 10	4.00	Halobow & Eshing	Holbow	Br.	B. & S.
11	..	Wainaiwei, Chetoo & Tientsin	Kobe maru	Jap.	S. M. S.
12	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
13	..	Wainaiwei, Chetoo & Tientsin	Hsinfung	Chi.	C. M. S. N. Co.
14	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
15	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
16	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
17	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
18	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
19	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
20	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
21	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
22	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
23	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
24	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
25	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
26	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.
27	..	Wainaiwei, Chetoo & Tientsin	Shengking	Br.	B. & S.

FOR RIVER PORTS

Sept 9	M.N.	Hankow etc.	Kiangkwan	Chi.	C. M. S. N. Co.
10	..	M.N.	Taiwan maru	Chi.	C. M. S. N. Co.
11	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
12	..	M.N.	Luenho	Br.	J. M. & Co.
13	..	M.N.	Fengyang maru	Jap.	N. Y. K.
14	..	M.N.	Luenho	Br.	J. M. & Co.
15	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
16	..	M.N.	Luenho	Br.	J. M. & Co.
17	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
18	..	M.N.	Luenho	Br.	J. M. & Co.
19	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
20	..	M.N.	Luenho	Br.	J. M. & Co.
21	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
22	..	M.N.	Luenho	Br.	J. M. & Co.
23	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
24	..	M.N.	Luenho	Br.	J. M. & Co.
25	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.
26	..	M.N.	Luenho	Br.	J. M. & Co.
27	..	M.N.	Kiangkwan	Chi.	C. M. S. N. Co.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Sept 9	Vincent	Kiangkwan	3012	Chi.	C. M. S. N. Co.	KLW
10	Japan	Uran maru	1780	Jap.	M. B. Co.	NYKW
11	Japan	Yamashiro maru	2326	Jap.	N. Y. K.	NYKW
12	Hankow	Sunling	1570	Br.	B. & S.	CNWP
13	Hankow	Kiangkwan	3012	Chi.	C. M. S. N. Co.	KLW
14	Hankow	Tsengtan	478	Br.	C. I. & E. L. Co.	CPKW
15	Hankow	Kwangtsh	1336	Chi.	C. M. S. N. Co.	KLW
16	Hankow	China	5000	Am.	C. M. S. S. Co.	SHW
17	Hankow	Luenho	1291	Br.	J. M. & Co.	SHW
18	Hankow	Talee maru	1126	Jap.	N. Y. K.	LPDLW
19	Japan	Sato Shokai	1362	Jap.	Sato Shokai	KLW
20	Hankow	Sunling	1490	Br.	C. M. S. N. Co.	KLW
21	Hankow	Hsinfung	1290	Chi.	C. M. S. N. Co.	KLW

Vessels Loading

For River Ports

HANKOW and PORTS.—The China Navigation Co.'s Steamer Sunling, Capt. H. Trowbridge, will leave from the French Bund on Friday, September 14, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The Co's Steamer Talee Maru, Capt. E. Taniguchi, will be despatched from pootung N.Y.K. wharf on Monday, Sept. 10, at about 12 o'clock midnight. For Freight and Passage apply to the Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Steamer Luenho, Capt. Jackson, will leave on Monday, September 10, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Steamer Kutwo, Capt. G. B. Gibb, will leave on Tuesday, Sept. 11, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Luenho, Capt. Jackson, will leave from the French Bund on Tuesday, Sept. 11, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Luenho, Capt. Jackson, will leave from the French Bund on Wednesday, Sept. 12, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

leave from the French Bund direct for the above ports on Thursday, Sept. 13, at 10 a.m. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage, Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Steamer Sunling, Capt. T. Kamashi, will be despatched from the Co's pootung wharf on September 15, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to the Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Anhui, Capt. E. Gibb, will leave from the French Bund direct for the above ports on Sunday, Sept. 16, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Steamer Canada Maru, Captain T. Suraga, will be despatched from the Co's Yangtze-pootung wharf on September 15 at 10 a.m. The steam-launch conveying passengers on board will leave the customs jetty at 10 a.m. on the same day. For Freight or Passage, apply to the Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

CHEFOO and TIENTSIN.—The Steamer Hsinfung, Capt. F. H. Hamblin, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shengking, Capt. Barkus, will leave from the French Bund on Tuesday, Sept. 11, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Steamer Anhui, Capt. A. McDowell, will leave on Tuesday, Sept. 11, at 7 a.m. For Freight or Passage apply to Butterfield and Swire, Agents. Tel. No. 77.

TSINGTAO & NEWCHWANG.—The China Navigation Co.'s Steamer Singan, Captain W. McDonald, will leave on Thursday, September 13, at 7 a.m. For Freight or Passage apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Capt. Harris, will leave from the French Bund on Saturday, Sept. 15, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DAIREN and TSINGTAO.—The Steamer Kohoku M. Capt. K. Saito, will be despatched from the Co's Yangtze-pootung wharf on Sept. 15, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to the Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

Cargo for Port Said

will be accepted per S/S "AWA MARU," leaving Kobe on Sept. 19th. (Transshipment at Kobe or Moji.)

Cargo to be shipped from Shanghai per "KASUGA MARU," 13th inst. or "CHIKUZEN MARU," 15th inst.

For further particulars, apply to Nippon Yusen Kaisha.

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, HONOLULU.—The S.S. Shinyo Maru, 22,000 tons, Capt. W. C. S. Palmer, will be despatched on Monday, September 10. Tender conveying passengers and mails will leave Customs jetty at 12 o'clock noon. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

TACOMA and SEATTLE, CALLING AT VICTORIA B.C. via MOUJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Steamer M. Capt. K. Komiya, will be despatched from on September 19, at 10 a.m. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at 10 a.m. on the same day. For Freight or Passage, please apply to the O.S.K. No. 4, The Bund. Tel. No. 4234 and 4047.

TACOMA & SEATTLE, CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Steamer M. Capt. J. Kanoo, will be despatched from on Monday, October 1, at 10 a.m. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at 10 a.m. on the same day. For Freight or Passage, please apply to the O.S.K. No. 4, The Bund. Tel. No. 4234 and 4047.

HONGKONG and CANTON.—The Steamer Kwangtsh, Capt. C. Stewart, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shantung, Capt. Meathrel, will leave from the French Bund on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The Steamer Anhui, Capt. E. Gibb, will leave from the French Bund on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The Steamer Anhui, Capt. E. Gibb, will leave from the French Bund on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The Steamer Anhui, Capt. E. Gibb, will leave from the French Bund on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTZE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luenyi, Nagasaki, Foyang, Tientsin, Tungting, Chungking and Wuchang. Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The S.S. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Cheman, Yingchow, Singking, Shantung and Sunning. Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tangchow, Fengtien, Shantung and Shengking. Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking. Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from the International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, FOOCHOW ROAD.

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CANADIAN PACIFIC

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THE EMPRESS STEAMERS

on arrival at Victoria are boarded by Canadian Pacific Ticket Agents and Baggage Checkers, also Canadian and United States Customs Officers. During the six hour ride Victoria to Vancouver actual rail tickets can be issued, your baggage inspected or bonded and checked through to destination. On arrival at Vancouver passengers are free to go forward immediately.

Sailings from Shanghai

For Vancouver via Nagasaki & Yokohama	For Manila and Hongkong
Empress of Japan Sept. 15	Empress of Asia Sept. 14
*Monteagle Sept. 22	Empress of Russia Oct. 12
Empress of Asia Sept. 29	Empress of Japan Oct. 30
Empress of Russia Oct. 27	Monteagle Nov. 12

The Empress of Japan and Monteagle proceed to Hongkong omitting Manila.
*S.S. Monteagle calls at Moji instead of Nagasaki.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 183.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19

Business and Official Notices

NOTICE

NOTICE is hereby given that the following regulations have now been made by this Office regarding the registration of German and Austrian Subjects.

All German Subjects residing in Shanghai, whether having previously obtained Registration Certificates or not, to come to this Office, at 122 Bubbling Well Road, and register themselves again between the 15th and 29th of September instant inclusive.

From the 1st of October next all male adults of German or Austrian Nationality residing in Shanghai to register themselves at this Office once every half month between the 1st and 5th and between the 15th and 20th inclusive.

From the 1st of October next all females and infants of German or Austrian Nationality residing in Shanghai, to register themselves at this Office once a month between the 20th and 25th inclusive.

All German and Austrian Subjects must conform to the above regulations without fail.

Dated the 8th day of September, 1917.

The Sunkiang and Shanghai Branch Investigation Office.

NOTICE TO MARINERS

No. 645.

China Sea

Chinking District—Yangtze River.

Tien sheng chiang—River Bank Protection Works.

Caution.

Referring to Notice to Mariners No. 627, NOTICE is hereby given that it has become necessary to again draw the attention of Mariners to the river bank protection works on the left bank of the Yangtze River from Tien sheng chiang towards North Tree Beacon.

These works are spur-dikes, built of stone. They are submerged and project up to 600 feet into the river.

Mariners are therefore cautioned against navigating their vessels too close to the river bank in this locality.

By Order of the Inspector General of Customs.

W. Ferd. Tyler, Coast Inspector.

THE MARITIME CUSTOMS, Coast Inspector's Office, Shanghai, 8th September, 1917.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

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TO BE OBTAINED OF ALL STOREKEEPERS.

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Business and Official Notices are Continued on Page 19

FRENCH MUNICIPAL SCHOOL

(247, Avenue Joffre—Telephone 455)

The French Municipal School, which is open to children of European and American parentage only, consists of:

(1) Infant department, (2) Lower School, (3) Middle School, (4) Upper School.

The fees, payable monthly in advance, are:

Infant Department for a day of 5 hours \$5 per month.

Lower School for a day of 6 hours \$8 per month.

Middle School for a day of 6 hours \$10 per month.

Upper School for a day of 6 hours \$12 per month.

Stationery is provided free. Text books are supplied at cost price. A reduction of fees is made when more than one child from the same family is in attendance at the School.

Applications for admission are being now received and any information as regards the regulations and curriculum can be obtained from the Headmaster.

The Headmaster will be at the parents' disposal on Tuesday, September 18th and Thursday, 20th, from 11 to 12 a.m., and on Saturday, 22nd, from 5 to 6 p.m.

The School will re-open on Monday, 24th September, at 9 a.m.

By Order,

G. LAFERRIERE,

Secretary.

15047

Ecole Municipale Francaise

(247, Avenue Joffre—Téléphone 455)

L'Ecole Municipale Française, ouverte aux enfants de parents européens et américains seulement, comprend une Classe enfantine et des Cours en langue française et en langue anglaise.

La rétribution, payable mensuellement d'avance, est ainsi fixée:

Classe enfantine pour un jour de 5 h. \$5 par mois.

Cours préparatoire pour un jour de 6 h. \$8 par mois.

Cours élémentaire pour un jour de 6 h. \$8 par mois.

Cours Moyen pour un jour de 6 h. \$10 par mois.

Cours supérieur pour un jour de 6 h. \$12 par mois.

La fourniture des objets courants de papeterie est faite gratuitement. Les livres classiques sont vendus au prix de revient.

Des réductions sont faites dans le cas où des frères et des sœurs sont en même temps présents à l'Ecole.

Les Réglemens et les Programmes seront envoyés sur demande adressée au Directeur de l'Ecole.

Le Directeur se tiendra à la disposition des parents pour l'inscription des nouveaux élèves ou pour tout autre renseignement les Mardis et Jeudis 18 et 20 Septembre de 11 heures à midi et le Samedi 22 de 5 heures à 6 heures.

La rentrée des classes est fixée au 24 Septembre à 9 heures du matin.

Par Ordre,

Le Secrétaire du Conseil,

G. LAFERRIERE.

15047

FOR SALE

Home-made Preserved Figs

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Have you tried our

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Rye Whiskey?

—THE WHISKEY—

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has removed to No. 18 Nanking Road, Central Building.

CONSULTATION HOURS:

Daily 10 a.m. to noon and 2 p.m. till 5 p.m.

Telephone 2279.

15062

When furnishing, consult us about:

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We specialise in these lines

H. G. HILL & CO.

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Russian Lady Dentist

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Consultations 9-12 and 2-6

Telephone 1916.

15018

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OF

PITKIN'S PRODUCTS

AT

JANG TAH'S

No. 17 Nanking Road and 1836/7 N. Szechuen Road

From September 3rd to 17th, 1917.

Do not miss this opportunity to stock your requirements.

Prices are advancing.

Illustrated and descriptive circulars sent on request.

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The Eastern Syndicate

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Representatives

J. M. Pitkin & Co.

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14951

RING UP 3809

for a comfortable 5-passenger car

PER HOUR \$4.00 PER HOUR

CENTRAL GARAGE CO., LTD.

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\$12.50 to \$25.00 Mex.

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Explain how I can qualify for the position before which I have marked x.

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Machine Drawing and Design
Architectural Design
Sheet-Metal Pattern Drafting
Electrical Engineering
Electro-Mechanical Engineering
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Telephone Practice
Fire Prevention and Insurance
Fire Prevention
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Choose your course write address and name below and send for catalog and particulars to the AMERICAN SCHOOL OF CORRESPONDENCE.

Dept. 2, 34 Nanking Road, Shanghai

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Occupation City

HOUSES TO LET

TO LET, from Sept. 15th, No. 73 Route Vallon, large modern residence, tennis lawn, rent Tls. 150 per month, including light, water and taxes. China Realty Co., Ltd., 39 Nanking Road. 14958

TO LET, No. 4 Annam Road, five-roomed house, small garden, two bathrooms, stable. Tls. 85 per month. China Realty Co., Ltd., 39 Nanking Road. 14959

SITUATION VACANT

WANTED, Portuguese or Eurasian sales-girl for local drapery store. Apply to Box 80, THE CHINA PRESS. 15066 S.13.

WANTED: By American Firm. Experienced Accountant, Foreigner. State experience, salary expected, nationality, etc. Apply to Box 66, THE CHINA PRESS. 15038 S.9.

WANTED: By American Firm. Outside Salesman who understands the local market. State experience, salary expected, nationality, etc. Good prospects for right man. Apply to Box 67, THE CHINA PRESS. 15035 S.9.

HOUSES WANTED

WANTED, four or five-roomed house, or a flat, furnished or unfurnished, former preferable. Give particulars to Box 74, THE CHINA PRESS. 15065 S.9.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms Front and back, with bathrooms and verandah to let. Moderate prices. Good table. Tel. 3482 15044 S.14.

Nos. 8 & 11 Quinsan Gardens

Ladies and Gentlemen desiring meals in Town will find an excellent table at Nos. 8 and 11 Quinsan Gardens, Telephone 1946. Kitchen under the personal supervision of the proprietress. Terms moderate. 15041 S.19.

TO LET, with board, furnished room with bathroom attached, \$50-\$60 per month. Apply 92 Range Road. 15044 S.14.

LARGE, well-furnished room, suitable for two, bathroom and verandah attached; good board and attendance. 1 Young Allen Terrace, opposite Quinsan Gardens. 15041 S.19.

TO LET, with board, one small room, also attic room, suitable lady or gentleman, in a quiet British home. Terms moderate. 12a Quinsan Gardens. 15031 S.9.

UNFURNISHED or furnished room to let, with bathroom attached, close to tram and French Club, 5 minutes to Bund. Apply to Box 65, THE CHINA PRESS. 15037 S.9.

TO LET: One large, well-furnished room, with bathroom and verandah. Please apply 45 Bubbling Well Road. 14908

TO LET, a large well-furnished double bedroom, from 15th. Good board and attendance, lift and phone, near Bund. Apply to Box 45, THE CHINA PRESS. 14986

WITH German couple, two unfurnished rooms, with bathroom, etc., and use of kitchen, if desired; board optional. Apply to Box 51, THE CHINA PRESS. 15006

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane. 15067 S.15.

Exchange and Mart

FOR SALE, one Yale Motor-bicycle, suitable for side-car, 7 h.p., in excellent condition. Will sell at a sacrifice. Apply 300 Nanking Road, for inspection. 15068 S.12.

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MOKANSHAN. For sale, two-storeyed house, about 4 mows of land, ideal position. House contains 4 rooms, bathrooms, wide verandahs, and is very well furnished. Close to post, telegraph office, and tennis court. Will accept any reasonable offer, owner leaving for home. Apply to Box 71, THE CHINA PRESS. 15046 S.11.

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FOR SALE, one large American fire-proof office safe, 72" x 48" x 41", weight 3,540 lbs., with combination lock and double doors. Price reasonable. Apply to Box 378, THE CHINA PRESS. 14989

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EXPERIENCED LADY stenographer (Ally) desires position. Knowledge of general office work and French. Apply to Box 56, THE CHINA PRESS. 15018

AMERICAN LADY, with knowledge of stenography, wishes position. Apply to Box 77, THE CHINA PRESS. 15041 S.11.

WANTED, employment by middle-aged man, as godown caretaker or similar position. First class credentials. 17 years in opium godown, 17 years in printing office; will accept small salary. Apply to Box 81, THE CHINA PRESS. 15047 S.12.

A GENERAL office man, experienced, American, wants employment in Shanghai. Excellent references. For particulars address Postmaster, Baguio, Philippines. 15060 S.14.

EUROPEAN NURSE available October 1st to take charge of one or more children. Lessons, if desired. Apply to Box 60, THE CHINA PRESS. 15023 S.12.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unrelenting in my labors to compensate. Apply to Ally, THE CHINA PRESS. 14136

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WANTED two rooms and boy's room, suitable for housekeeping. Central district; must be south exposure. Apply to Box 73, THE CHINA PRESS. 15064 S.9.

YOUNG PEKINGESE, having good knowledge of English and Chinese, desires position as mandarin teacher, translator, or clerk. Can write English and Chinese characters well, and has two years' experience as language teacher. Apply to Box 79, THE CHINA PRESS. 15065 S.13.

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FOR RENT, office flat, No. 1 Hongkong Road, 2nd floor. Self-contained, 7 large, bright, airy rooms, with north light. Early occupation. Very reasonable rental. For terms apply on premises. 15067 S.15.

FOR SALE: Fenellosa's History of Japanese and Chinese art, 2 volumes with coloured illustrations, like new. German text. Mex. \$15. Apply to Box 75, THE CHINA PRESS. 15066 S.12.

NEW SAVAGE, .22, high-power rifle, with ammunition, for sale, also large McClellan saddle complete. Apply to Box 78, THE CHINA PRESS. 15064 S.9.

FOR SALE, a standard Remington typewriter, as good as new. Apply to Box 70, THE CHINA PRESS. 15043 S.9.

ONE 4-cylinder Henderson motor-cycle, 1916 model, with side-car. Has only been in use for 7 months and is in guaranteed excellent running order. Apply to Box 58, THE CHINA PRESS. 15019 S.12.

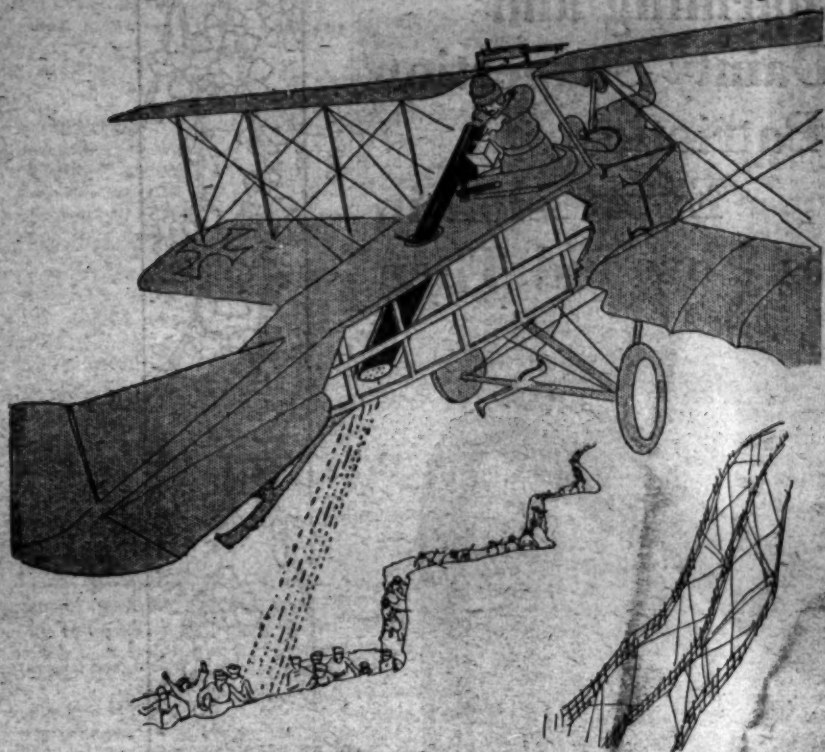
FOR SALE: One iron spiral staircase. A good opportunity. Apply to Box 63, THE CHINA PRESS. 15023 S.9.

IF you want extra keys made for your Yale Locks call at 39 Nanking Road. 14970

The New War in the Air

The Unprecedented Problems and Perils Our Flying Men Must Face and Just How They Are

Met Described by Oscar Rebel, the Famous Frenchman Who Teaches the Winged Fighters



How the Aeroplanes Are Now Being Used to Fight the Trenches. The Machine Gun Firing Through a Tube in the Body.

By Oscar Rebel,

First Instructor in the School of the Air Pilot of the French Army.

AVIATION is differently organized among the belligerents. In France, for instance, we have many different kind of aviators, devoted to distinct branches of the service. Some are directed for reconnaissance and guiding attacks by the artillery; others, for bombarding operations. All are protected by an escort of "hunting" machines, rapid and well armed. The Germans, generally, employ all the apparatus for all operations of aerial warfare. Those which undertake the guiding of bombardments and the direction of artillery are armed and able to defend themselves.

Only the Fokkers and Walveys, guided by brave pilots, are exclusively devoted to battling with enemy aeroplanes.

French aviation, from a technical point of view, is fully equal to that of the Germans. Our pilots are scientifically superior to the Germans. The number of French "Aces" (superior aviators) increases constantly; almost all of them use Nieuport or Spad machines, whose victories are already counted by the hundreds. Almost all of the successes of our "Aces" are due to the expertness with which they perform acrobatic flights. One example of a thousand will suffice to show how necessary it is for every pilot to know how to "loop the loop."

In the course of a reconnaissance flight by Second Lieutenant Navarre, he unexpectedly found himself surrounded by five or six German aeroplanes. Three or four around him, one below and one above, prevented him from going to right or left, up or down. It appeared impossible for the Aviator Boelke to escape. Nevertheless, to the great surprise of his adversaries, he turned his machine around and performed a perfect loop, which brought him in the rear of the group of assailants. Then darting straight at the aeroplanes which were nearest, he discharged his rapid-fire gun at them, knocking down two in succession. The others fled at full speed towards their lines, pursued by the intrepid Navarre.

The Germans have an idea of the aerial chase very different from ours. Boelke has said in an interview: "They say that the German aviators never go over the lines of the enemy, and that they always remain over their own territory. As to the 'Hunters,' this is absolutely correct. This is due

to the plan of our new Fokkers to lie hidden, because our mission is chiefly to prevent the spying aviators from doing their work. This is the reason that we prefer to wait for them where they must come." The German point of view is possibly interesting in the sense that in trying to triumph over the enemy at their base, they may also make a prisoner, if the machine is not destroyed, and it may be utilized. If, on the contrary, the enemy conquers, the beaten aeroplane does not risk falling into enemy hands and being examined by him, to the last details, to his great profit.

The French aviator does not hesitate to fly above the German lines to prevent their aviators from performing their task, which is to observe what is going on in our lines. Very often the French aviator engages in combat ten or fifteen miles back of the German lines and he attacks and forces the enemy aeroplane to retire if he cannot shoot it down. In the course of our offensives on the Somme and at Verdun, our aviators established in advance of our front a real aerial barrier through which not a single German aviator was able to force his way for many days.

Speed and power or rapid ascent are essential qualities in the "hunting" pilot. The aviator requires the power, at his will, of flying over his enemy so as to pounce down upon him at the opportune moment and to reach him by fire when he is most lively. The Fokkers, Walveys, the L. V. G., which are encountered most frequently on our front, all have great speed, estimated at more than 150 kilometres (93 miles) per hour. These machines also have the power of ascending with enormous rapidity and the height to which they may ascend in the course of a flight is some 4,000 metres (13,200 feet). As a rule, the German pilots undertaking the "hunting" task, especially those using Walveys, enter the combat in this fashion: Whether flying over their own lines or when fronting the lines of the enemy, they always patrol in groups or in pairs. If an enemy aeroplane is sighted, the first German aviator is supposed to attack; but the other who has remained some two hundred yards behind and two hundred yards higher up, has the task solely of watching the zone of combat without taking any direct part in the fight. Meanwhile, if a second enemy aeroplane comes to the rescue, he attacks in his turn and tries to drive him off. Naturally if his partner is defeated, he does not follow up the first but regains his own lines as rapidly as possible. Often the manoeuvre takes on a broader character; the aeroplanes flying in groups mutually protecting one another. If an isolated enemy aeroplane is met with, it is quickly surrounded, and can find safety only in the speed of its flight.

The tremendous speed of these "hunting" aeroplanes has a tendency to increase greatly the danger of breaking the planes. A pilot who flies at a speed of 110 miles an hour, and who ascends more than 6,000 feet in seven minutes, who descends almost vertically from this height, subjects his machine to strains which little by little dislocate important parts of the aeroplane. An aeroplane pursuing another aeroplane is compelled to assume most extraordinary positions,

jumping at the other sometimes at an angle of 90 degrees. Under these conditions the air pressure may be so great as to break off the planes with a snap.

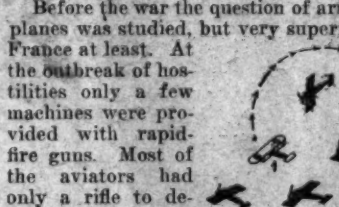
The state of the atmosphere plays a great part in these aerial battles. Calm days, without the least wind, when the sky is covered by large gray clouds, are very favorable for surprise attacks. The clouds act as a screen and allow the aviator to hide himself until the very moment which seems to him most opportune to dart upon his surprised enemy. The Germans seem to like a method which they introduced and which has served them well on occasion. When the clouds lie low, one of their aeroplanes dashes around below the clouds, only two or three hundred yards up. This machine acts as a bait. It is usually a slow machine, of an old model, with little armament. It seems a relatively easy prey to the enemy. As soon as it is sighted, a French aeroplane is pursued rapidly, even far over the lines of the enemy. But at the very moment when the fight is about to begin under conditions most favorable for our pilot, unexpectedly three or four German aeroplanes of the latest model and fully armed surround him. Flying above the clouds, they had followed the two antagonists, only to appear at the stage when the Frenchman had been drawn ten or fifteen miles from his base.

Before the war the question of arming aeroplanes was studied, but very superficially, in France at least. At the outbreak of hostilities only a few machines were provided with rapid-fire guns. Most of the aviators had only a rifle to defend themselves against the attacks of enemy pilots. At the present time our aeroplanes are armed very efficiently, as well for attack as for defense. All have at least one rapid-fire gun, and some have two and even three.

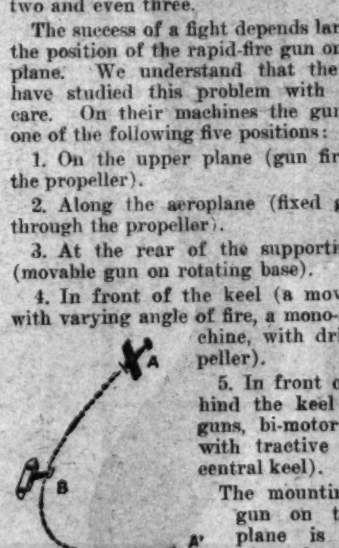
The success of a fight depends largely upon the position of the rapid-fire gun on the aeroplane. We understand that the Germans have studied this problem with particular care. On their machines the gun occupies one of the following five positions:

1. On the upper plane (gun firing below the propeller).
2. Along the aeroplane (fixed gun firing through the propeller).
3. At the rear of the supporting planes (movable gun on rotating base).
4. In front of the keel (a movable gun, with varying angle of fire, a mono-motor machine, with driving propeller).
5. In front of and behind the keel (movable guns, bi-motor machine, with tractive propeller, central keel).

The mounting of the gun on the upper plane is generally adopted on those machines where the pilot is placed back of the planes. Consequently, in order to reach the aviator himself the enemy has to try to be over him. The arranging of the fire through



"Looping-the-loop" in Aerial Warfare. Attacked by 4 or 5 German Aeroplanes, the French Biplane (1) is Completely Surrounded. It Succeeds in Freeing Itself by Looping the Loop Which Brings It Behind the Attacking Group Which It Attacks in Turn. (2).



The Tactics of the German Immelman. The Aeroplane (A) Plunges Straight Up on Its Adversary (B), and Fires Upon It Nearly Point Blank. If He Misses His Object, He Flies Away (A-1) and Does not Return to the Attack.



An Actual Photograph of an Aeroplane Destroying a Zeppelin. One of the Most Remarkable Pictures of the War.

the propeller implies the same principles of flight; we know that the inventor of this position was Roland Garros, made prisoner by the Germans before he had a chance to destroy his machine.

On the Fokker the gun is also fixed; it is set above the hood, a bit to the right, almost in front of the pilot. It can, however, fire only in the circle described by the propeller. On account of the fixed character of the gun the pilot has to swing the entire aeroplane in order to bring it to bear upon his opponent. Hence come the difficulties of aiming already mentioned. The original idea of the system of firing through the propeller lies in the fact that the mechanism of the rapid-fire gun is automatically hindered during the passage of the propeller in front of the barrel. This barrel is placed directly behind the propeller. The motor is attached to the gun by a cam regulated so as to fire the gun with a delay not exceeding 1-500 of a second. As soon as the blade of the propeller is not in the trajectory of the projectile the system is liberated. When the pilot wishes to fire he presses on a very small lever, placed in the centre of the double handle of the directing lever, which acts by means of a device on the trigger of the gun.

The German aeroplanes for two, like the L. V. G., for instance, are provided with two rapid-fire guns—one fixed, located on the upper plane, the other movable, placed on the framework, behind the observer's station. Mounted on a revolving base, this gun has a wide range of fire. The guns in front and rear are both operated by the observer. On a more recent type the front gun was placed between the two supporting planes, the barrel next to the motor and parallel to it. This is fired by the pilot, who controls it with his right hand.

All the German aeroplanes are armed with one or two rapid-fire guns, Maxim, Lewis or Parabellum; some of them have three. These weapons have been specially adapted for and to aerial service. Some, such as the Parabellum, are provided with belts of cartridges holding not less than a thousand loads.

Two of the most serviceable French machines are the Nieuport and Spad biplanes. The Spad biplane is the fastest avian in the French service. It travels at the rate of 125 miles an hour. Another plane of the French type is a dreadnought carrying two machine guns and five machine guns.

The post-graduate course in the school of instruction for French army aviators calls for aerial acrobatics which a few years ago were used only for exhibition purposes. Looping-the-loop is one of the simplest

things that the French army aviator has to do. He does flip-flops in the air, what are known as wing slips, vertical twists and spinning nose dives. In the last-named evolution the aviator goes to a height of four thousand feet, cuts off his motor and crosses the controls. The machine first scoops upward and then falls sideways, the nose, down vertically, spinning around and around as it falls.

The brevet test for the French army aviator comprises two short voyages of twenty-five miles each, two long voyages of 135 miles each and an hour's flight at a minimum altitude of 6,500 feet.

An example of the feats performed by the aviators of the Allies is shown by a recent combat between a Canadian triplane and a German two-seated aviatik. The battle was fought at an altitude of 20,000 feet, nearly four miles. The German machine had sought safety by climbing, and the airplane burst.

The Downward Pursuit. The Aiming of the Machine Gun Towards the Object Is Accomplished in This Case by the Direction of the Aeroplane Itself. The Attacker Aims at His Adversary While Plunging at an Angle of 60 Degrees or More.

At a height of 20,000 feet the pilot of the German craft fell or jumped and disappeared at the moment of the first burst of fire from the gun on the Canadian. The German observer was then seen to climb out upon the tail of his machine, where he lost his hold and plunged headlong. The aviatik turned its nose down and fell.

We have a great many more brilliant fighting aviators than the Germans. Their greatest fighting aviator, Captain Boelke, was killed on October 28, 1916, after he had brought down his fortieth Allied aeroplane. Since then they have developed no fighting aviator who can compare to our Guynemer or Navarre.

It is now merely a question of having sufficient numbers of machines in order to put the Germans in a hopeless state of inferiority, in which we can defeat them without suffering disabling losses ourselves. How near or far, we are from this point it is not permitted to me to say.

National-Flower Gowns

By Lady Duff-Gordon

A Charming and
Dainty Suggestion
for Patriotic
Expression in
Dress Now and Then



A Back View
of the
Forget-Me-Not
Gown,
Showing the
Extreme
Outline
Permissible
as a
Midsummer
Caprice

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon ("Lucile")

IN these days of intense national feeling what is more appropriate than to array ourselves now and then in the guise of the national flower? A woman of tact dresses to suit the spirit of the day, and in the national flower idea she may express her patriotism without danger of losing the sweetness and grace, the gauzy delicacy which the gowns of midsummer should never be without.

Now, there are two candidates for the honor of being America's floral emblem, whose claims have never been definitely settled. One is the forget-me-not and the other the golden rod. Both are beautiful, both typically American, and yet how utterly different they are in spirit, color, texture! I have designed a gown for each of them, and present to the girls of America as a contribution to patriotic thought.

Forget-Me-Not wears a hat so unusual as to be at first glance rather startling. It is, nevertheless, both practical and convenient, especially for Summer. In combining the veil and hat into one creation it avoids the heating, clinging discomfort of the veil on warm days, while it retains its alluringly cool and mysterious shadows for the face. It can, too, be modified to less extreme lines with very little trouble.

Golden rod, also, is surprising, its brilliant abandon of color and line may cause some demure maiden to doubt while she admires. Let me say that it is the easiest thing in the world to subdue color and line to quiet keys. The main thing is that they shall be harmonious in the first place. It then becomes a simple matter to mute the melody.

To go back to Forget-Me-Not. The tints are those of an old-fashioned garden. The chiffon itself is of forget-me-not blue. One of the soft satin ribbons that cross its brim is of mauve pink. The other is of light mauve. The flowers, periwinkles of the blue that charms in an English garden, are half buried in the green of their foliage.

The flower garden effect is distinct in the bodice, which is of palest rose mallow, blended with cream. The skirt is of blue satin of high lustre. The panniers are of white chiffon garlanded by blue flowers. Through the white chiffon may be caught glimpses of the lining of flesh-colored satin. The blue flowers are enriched by yellow centres.

The Golden Rod is of brilliant gold tissue. An odd and individual drapery is of orange silk heavily embroidered with silver. The rich character of the drapery is deepened by its orange border. The sleeves, of graceful outline, are of gold tissue. At the right side is an artistic arrangement of the golden rods, depending from the shoulder below the knee. By a gold ribbon the bouquet of golden rod is attached to the train. The staff is of gold. Even the shoes are of that richest of colors.

Into the turban are woven three shades of yellow, vying with each other in beauty, orange, gold and the paler lemon.

The
Forget-Me-Not
Costume
That Follows the
Floral Motif
of Midsummer
Gowns
and Hats



The
Golden Rod
Gown
That Expresses
Midsummer
Luxuriance in
Color
and Profusion of
Adornment

Automobiles

SHANGHAI, SUNDAY, SEPTEMBER 9, 1917

GOODYEAR TIRES MAKE AVERAGE OF 9,974 MILES

Test is Made By Ohio Company With 1,000 Stock Tires

An average mileage of 9,974 miles each on 1,000 tires is the result of an investigation recently concluded by the Goodyear Tire and Rubber Company of Akron, Ohio. The investigation attracted considerable attention among tire manufacturers and users in the United States, and did much to increase the demand for the tire. The maximum mileage obtained from a single tire was reported at 22,000 miles, while the lowest was 6,125 miles.

While the results obtained from the investigation would not have created much surprise had the test been made of cord tires, it has established a distinct record in the annals of the tire industry for the reason that none but fabric tires were accepted.

Officials of the Goodyear Company, in discussing the test, say that the average can be expected by any owner who gives his tires reasonable care. Accidents and carelessness affect all tires, of course, and may shorten the life of any of them. The test, however, they say, reveals the fact that the Goodyear will stand up under almost any conditions, because tires were picked at random from all parts of the United States.

Some Safety-First Tips

These suggestions, taken from a handbook issued jointly by a number of concerns writing automobile insurance, are based on experience gained in handling thousands of automobile accident and damage claims.

Under the seven classifications of careless driving, carelessness, skidding, mechanical breakage, fire and theft are given every possible suggestion to prevent so far as is possible for the driver to do so, accident and loss to all concerned.

Don't drive fast with a tire that is soft or nearly worn out.

Don't permit your spotlight to blind the drivers of approaching cars.

Put whatever alcohol you use in the radiator.

Keep your windshield free of rain and snow. Install a practical device to do this for you.

See that your brakes are properly set and turn your front wheels toward the curb if you leave your car on the incline.

Watch for the pedestrian who tries to cross the street ahead of you after you have received the traffic officer's signal to go ahead.

When being towed or towing another car, don't hurry; take corners slowly and look out for pedestrians who may try to cut between the cars, not observing the tow rope.

Stop as far as possible from the traveled portion when necessary to make repairs or tire changes on the road.

If forced to stop at night, never permit anything or anyone to stand so as to hide the tail light from the view of approaching car drivers.

If working on the left or road side of a car, exercise extreme care.

If you are driving, don't try to talk to persons in the tonneau.

When using an elevator, don't drive on or off before the elevator comes to a full stop at proper level.

Don't run the motor in a closed garage. The carbon monoxide in exhaust gases is odorless and colorless, yet a small percentage of it in the air is fatal.

Don't park your car, leaving headlights and aimed. But be sure to see that all lights are burning at night.

Don't allow children to drive.

Women should not be permitted to drive alone until they have become experienced operators.

Install a good non-glare device in lights, and keep your lights adjusted.

Don't park your car in the middle of the street or in the way of other drivers.

RECORDS FOR FIRESTONE

It was a red letter day for Firestone tires, Friday, July 20, when three world's records were broken by motor-cyclists riding machines equipped with Firestone tires. On that day Roy Artley finished his three day run from Canada to Mexico in 72 hours 25 minutes actual time in the saddle, clipping 8 hours and 50 minutes from the record held by "Cannonball" Baker. The trip was made from Blaine, Wash., on the Canadian border, to Tia Juana, on the Mexican border. A bad cut forced him to change the rear tire near Portland, Ore. Artley declared his Firestone tires were largely responsible for his success.

Two other records were broken the same day at Sheepshead Bay, L. I. Leslie Parkhurst, in a twenty-four hour run, covered 1,452 3-4 miles, beating the former record of 1,382, which was also held by "Cannonball" Baker. The first 500 miles was run in 7 hours and 35 minutes and the first thousand in 17 hours and 8 minutes. Otto Walker, following him with a sidecar and passenger covered 1,158 3-4 miles in the twenty-four hours. Both machines were equipped with Firestone tires.

Ford Ambulance For S.M.P.



Messrs. Markt and Co., Ltd., agents for the world-famous Ford Cars, have adapted the regular chassis for commercial purposes, and it is anticipated that this innovation will soon prove popular among Shanghai business houses.

The above illustration shows an ambulance made by Messrs. Markt and Co., Ltd., for the Shanghai Municipal Police. The vehicle was constructed with an ordinary Ford chassis, and is of the same type and standard as the Ford ambulances now being used extensively at the front.

The chassis, which affords sufficient room for two stretchers or cots, is built on up-to-date lines, with

every modern convenience. Not only is there room for the two cots, but an extra seat can be installed for an attendant, which, if not required, can be folded away, leaving more room.

For light commercial bodies, Messrs. Markt and Co., Ltd., are importing a heavier type of chassis, which can be used without any changes whatever. For heavier bodies, and for vehicles intended to carry heavy goods, the company is importing a one-ton truck attachment made especially for the Ford Chassis.

Besides the various special advantages, the following important points must not be overlooked—low gasoline consumption, low cost of tires, and solid service.

WAR MAY COMPEL GREATER USE OF ELECTRIC AUTOMOBILE

By A. Jackson Marshall

The United States is slowly awakening to the realization that we are at war. However, the public yet fails to appreciate the many changes that are taking place behind the scenes, as it were, and the many alterations in our mode of living that are to come. Time and events will force a better understanding.

But wise is the man who makes an

inventory of current conditions and who also projects his thoughts into the future anticipating conditions with which he will ultimately be confronted.

Forewarned is fore-armed. An ounce of prevention is worth a pound of cure. In other words—preparedness.

Those who have been in a position to analyze the transportation situation have long realized that methods

and equipment must undergo great changes. They know that the un-economic horse—to support which requires five acres of land which otherwise would be employed to raise food for human consumption—must go. They realize that as a motive force this hard working and willing servant is most unfit, for as Edison has said, the horse is the poorest motor ever built, and is only two per cent efficient.

They realize the growing acute-ness of the oil situation which is readily shown by the following figures: while the rate of production is only increasing 70%, the consumption is increasing at 500%. They know the demands of the war for this precious fluid are colossal, and that ultimately the supply will prove insufficient for all demands, and that therefore many ordinary uses would necessarily have to give way to the more pressing and vital requirements—the successful prosecution of the war.

Secretary of the Navy Josephus Daniels is reported by the press to have recently stated to the Senate Public Lands Committee the seriousness of the oil situation in this country, and indicated that to conserve the fuel necessary for our many oil-burning ships, together with the amount required to meet other demands, such as army motor trucks, tanks and aeroplanes, that it might be necessary for the Government to commandeer all the oil in the country.

Mr. Daniels is reported to have further stated that "if the war goes on for a year or two it would be absolutely vital that the oil in this country be materially increased, because the demand would be increasingly greater. In other words, oil is the basis of conducting this war. Everything depends on it."

Rear Admiral Bradley A. Fiske, retired, in a recent letter to the Aero Club of America, on the subject of the use of torpedo planes, is quoted in the New York Tribune (June 30,) in part as follows: "It is a matter of common knowledge that the oil supply of the British fleet is so seriously threatened that the use of her newest and best vessels (which burn oil exclusively) may soon become impossible."

An extensive statement made by

Mr. A. C. Bedford, president of the Standard Oil Company of New Jersey, as chairman of the Committee on petroleum of the Advisory Commission of the Council of National Defence, reads in part: "The public will have to economize in the use of gasoline. Sufficient gasoline should be available to provide for all the normal uses of automobiles. But pleasure riding should be curtailed. People should look upon their automobiles as necessities to be used only when needed. Not a gallon of gasoline should be used in the present emergency except for some useful end."

"In view of the abnormal conditions confronting the country by reason of the war it is particularly important that the country should understand the serious situation now prevailing in the petroleum industry. This country is producing crude oil at the rate of about 300,000,000 barrels a year, but it is using it at the rate of 325,000,000 barrels a year. The amount of crude oil in storage, all grades, May 1, 1917, was 165,688,797 barrels. The country is absorbing the entire current production and drawing very rapidly upon its reserve supplies."

One must realize that this is but the beginning for we have hardly started to do our part in the war which is popularly calculated to last at least two years longer.

What is the answer? Electric vehicles—passenger, commercial and industrial truck types. These economical—and these are the days of rational economy—modes of transportation require no gasoline, their electrical energy will be available in unlimited quantities at comparatively low prices.

Those who employ electric vehicles will not only be able to maintain their transportation at reduced costs and with increased efficiency, but they will also be rendering a patriotic duty by releasing greater quantities of gasoline for war purposes.

Already greater numbers of electric vehicles are being installed and within the next several months electric vehicle manufacturers will find it a real job to supply the demand.

THE GRIP THAT HOLDS

This Non-Skid Tread is built up high in the center where the wear comes. Therefore you get all your money out in actual service.

Right-angled against skid in any direction, this massive good measure tread affords maximum safety as well as multiplied mileage. And it takes the powerful Firestone body to sustain the bulk and strain of the Firestone Non-Skid Tread.

All this good measure building is part of the Universal Firestone Service for any demand. Firestone Tubes and Accessories also on hand.

Special FREE Service with Foreign Supervision.

SHANGHAI TYRE SERVICE STATION

18 Nanking Road

J. R. HARVEY (Proprietor)

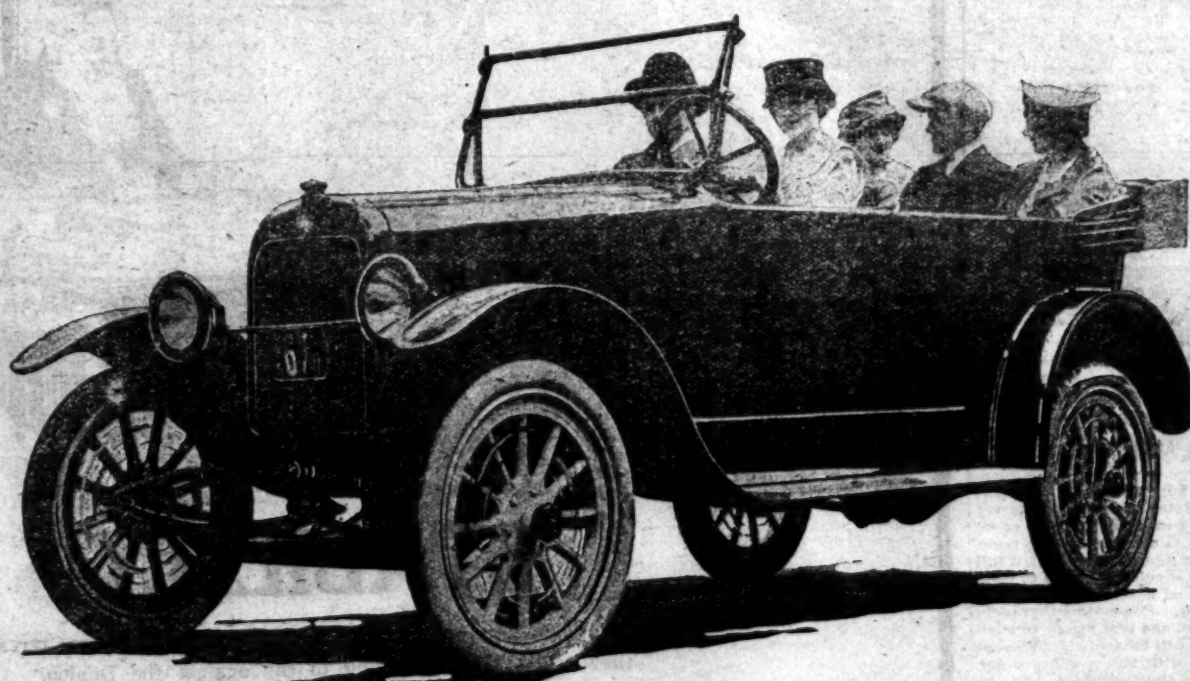
FIRESTONE TIRE AND RUBBER COMPANY
Akron, Ohio, U.S.A.
Write for Illustrated Literature

Firestone

NON-SKID TYRES

1917 BRISCOE 1917

The Car with the Half-Million Dollar Motor



Only two left—others coming

5-PASSENGER TOURING, WITH OR WITHOUT SEDAN TOP

4-PASSENGER CLUB ROADSTER

2-PASSENGER ROADSTER

TRY IT AND BE CONVINCED

The best car for its price ever built, and the most economical

For Free Demonstration, ring up

AUTO PALACE CO.

362 Avenue Joffre

Tel. West 465

Agents for China and Japan:

ARKELL & DOUGLAS, INC.

38 Can on Road

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Insure Your Motor-Car



with the

Java Sea and Fire Insurance Company

85 Kiukiang Road: Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

POLY CHROMATIC AUTO SPLendor IN NEW YORK

Meaning That Gothamites Fall
For Loud, Not To Say Or-
geous, Colors

New York sure likes multi-colored automobiles. When it comes to polychromatic splendor, "little old New York" can produce a gorgeous flotilla of motor cars that make Joseph's coat of many colors look like the "conventional black" worn by the groom at a wedding.

Compared to hundreds of gasoline equipages that shriek for the right way on Broadway and Fifth Avenue, the red and gold circus wagon has the somber appearance of the under-taker's hearse.

As far as motor cars are concerned, there is always a carnival of color on Father Knickerbocker's tungsten trail that could give a Venetian water fête or the New Orleans Mardi Gras fourteen shades of red and a half mile of orange and purple and beat them in as Arizona sunset finish.

"I can't imagine where some of my customers get the color schemes for their cars unless they have come under the influence of the futuristic painters," said William C. Poertner, New York distributor of National axes and twelves and the oldest dealer in the Manhattan territory in handling one line of automobiles continuously. "They exhausted the hues of the rainbow long ago. Looking at the Grand Canyon or gazing at the costume charts of a Broadway musical show may have given them an inspiration. Some of the color combinations that they order listen like a riot, but, strange to say, work out splendidly. Orange and red, for example, sounds barbaric, but there is a National finish in these vivid colors that is distinctively artistic and not so conspicuous as you might think."

"There is another peculiar thing about our study cars. You would naturally suppose that such spotlight worshippers as Nat Willis, the tramp comedian of vaudeville; Fred C. Niblo, George M. Cohan's brother-in-law and star of "Hit the Trail Holiday"; Miss Gail Kane, the moving picture actress; and Benny Kauff, outfielder for the New York Giants, would drive rainbow-shaming automobiles, but such is not the case. "Their cars are finished in the standard colors. It is the owners of less prominence that ride in cars that look as if some post-impressionistic prodigal of colors had gone crazy decorating them."

Smoke Not Necessary If Driver Uses Care

"Stop smoking," says an auto dealer.

"Not cigars," he hastens to explain. "Automobiles. Why get in trouble with the police over city anti-smoke ordinances and burn up good money in gasoline and oil at the same time? Yet a whole lot of motorists are doing it every day, when just a little care would save them trouble and safeguard the atmosphere from contamination."

"Here are two simple ways to tell why your car is smoking. Light blue smoke from the exhaust pipe indicates too much lubricating oil, due either to feeding too much oil or running the engine a great deal with the throttle nearly closed."

"Black smoke indicates liquid gasoline in the intake pipe of cylinder. When the gasoline is not broken up finely, it does not fully vaporize and is easily condensed."

"This can be prevented by supplying a larger mixture of heat than usual to the mixing chamber, or by shutting down the engine when the car is stopped."

"To overcome smoke from oil, one can have a groove turned in the piston under the lower piston ring, with five or six holes drilled in the groove through the piston. The piston will then scrape the oil from the cylinder into the groove and back into the crank case through the piston walls. This prevents it from working up into the combustion chamber."

Starting At Moderate Speed

Before taking the car out on the road, the motor should be started and run at a moderate rate of speed for 15 minutes to half an hour. If the motor seems rather stiff, a full quart of oil should be added to each five gallons of gasoline put into the gasoline tank. For motors that seem fairly limber, one pint of oil, to each five gallons, will be enough. This oil is admitted with the gasoline vapor directly into the cylinders and so lubricates the top parts of the pistons and the top rings and prevents the pistons freezing, or sticking, to the cylinder walls and perhaps scoring the cylinders.

Often, a new motor will slow down and stall due to the expansion and the sticking of the pistons. When the motor seems to be slowing down, and there is sort of a gritty sound, promptly seize a grease gun full of cylinder oil, and squirt oil into the air intake of the carburetor. If the motor is running at all, the suction through the carburetor will draw in the oil, and deliver the oil right on the pistons and rings, where it is most needed. On a brand new motor, the lower rings and lower part of the piston may fit so tightly that not enough oil can reach the top of the piston and the top rings to keep them from running dry and sticking to the cylinder walls.

If, in spite of everything, the pistons do stick and stall the motor, give the motor a chance to cool off gradually before again trying to start the motor. Do not add cold water to the radiator, as this would tend to contract the cylinders suddenly and unequally on the pistons.

Nine Buick Models Made For 1918

There are nine Buick models for 1918. Each one is perfectly adapted for the particular service it is meant to give, from the richly appointed Touring Sedan down to the business-like Buick Light Delivery car.

The task of describing the line by picture and printed word is a difficult one. The better the car the harder the task becomes. A poor car actually gains in beauty and appearance under the skilled photographer's hand, while its performance and construction develop wonderfully under the inspiration of the clever copywriter.

On the contrary, a good car loses much on the printed page. It is impossible to take a photograph that will do justice to a fine automobile. The outline of the car is there, it is true, but the richness of the coloring, the quality of the upholstery and many other evidences of finished workmanship are lost.

So the only way to appreciate the quality and completeness of the Buick line for 1918 is by personal investigation.

The E-Six-49 Touring car seats seven people and is ideal for the large family and for general touring service. The 5-passenger six-cylinder job will

be continued, but with many additions in the way of power and refinement to be known as E-Six-45. The Model E-Six-47 5-passenger Touring Sedan, quickly converted into a Touring car, and a 7-passenger E-Six-50 Touring Closed car are two aristocrats that will meet with much favor among those whose requirements call for the luxury of a closed car. The E-Six-46 is a true Touring Coupe model with a generous seat for three, while a fourth passenger may be accommodated on the auxiliary seat. E-Six-44 is a powerful six-cylinder Roadster. E-4-34 and E-4-35 are four-cylinder models, Roadster and Touring Car, respectively, with the very latest body lines and sloping windshields. In addition to the pleasure cars, we have the Buick Light Delivery, which is a new departure in the way of a delivery car for the merchant whose average load is 500 pounds.

In the past the closed cars have been built in limited numbers. For 1918 all Buick closed cars will be built in quantities. They have been growing rapidly in popularity during the past few seasons because of their unconfined utility and independence of weather conditions.

Men You Pass On The Auto Road

Never a motorist that tours through the countryside that has not met with strange experiences in asking directions. For be it known that there are people who live in this country of ours who for their lifetime have lived within a few miles of a large town without ever acquiring enough spirit to learn the name of their nearest village, town or city.

"Impossible!" say many when that statement is made, and yet it is true. Motorist after motorist has related incidents of this character and one which occurred recently on the road to New York and between Poughkeepsie and New York City is in mind. With a flat tire and a pump which would not work, inquiry made for the nearest garage elicited the information that the two women, both dressed for company and going somewhere, did not know "what a garage might be," and further that they did not know the name of the nearest town nor the direction, as neither, although a resident of the district for a lifetime, and their years were not few, had ever been there. That situation was so altogether amusing that other questions elicited the fact that both were so busy they had no time to "travel."

In another town a lad of sixteen,

who looked fairly intelligent, could not give the name of the town, although he said that he had lived there all his life, was a school attendant, was not a humbug, and so on. He had "really never had any reason to ask," so he said.

Farmers along lines of highway included in detours in New York State were unable to say which was the right route to the State road and at what point information might be obtained as to the right direction to take, the detour having been unmarked. Signs at that particular five point cross road had been obliterated badly by weather and, moreover, the sign post gave evidence of having been tampered with, yet the farmer who was nearest to the point could not say in what direction the sign post should properly face, having "never had occasion to study the directing signs as he knew."

Several farmers in a party will each talk at one and the same time, when requested to give directions, and each will have his own theories of the best way to reach a point with enough directions for turns and twists to confuse a saint when as a matter of fact the road may be almost direct.

How To Prevent Accident And Loss

These suggestions, taken from a handbook issued jointly by a number of concerns writing automobile insurance; are based on experience gained in handling thousands of automobile accident and damage claims.

Under the seven classifications of careless driving, careless pedestrians, general carelessness, skidding, mechanical breakage, fire and theft are given every possible suggestion to prevent, so far as possible for the driver to do so, accident and loss to all concerned.

Don't drive fast with a tire that is soft or nearly worn out.

Don't permit your spotlight to blind the drivers of approaching cars.

Put whatever alcohol you use in the radiator.

See that your brakes are properly set and turn your front wheels toward the curb if you leave your car on the incline.

Watch for the pedestrian who tries to cross the street ahead of you after you have received the traffic officer's signal to go ahead.

When being towed or towing another car, don't hurry; take corners slowly and look out for pedestrians who may try to cut between the cars, not observing the tow rope.

Stop as far as possible from the traveled portion when necessary to make repairs or tire changes on the road.

If working on the left or road side of a car exercise extreme care. If forced to stop at night never permit anything or anyone to stand so as to hide the tail light from the view of approaching car drivers.

If you are driving, don't try to talk to persons in the tonneau.

When using an elevator, don't drive on or off before the elevator comes to a full stop at proper level.

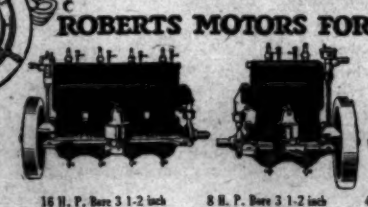
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Don't park your car, leaving head lights undimmed. But be sure to see that all lights are burning at night.

Don't allow children to drive.

Women should not be permitted to drive alone until they have become experienced operators. Install a good non-glare device in lights, and keep your lights adjusted.

Don't park your car in the middle of the street or in the way of other drivers.



ROBERTS MOTORS FOR BOATS

16 H.P. Bore 3 1/2 inch Stroke 4 inch 8 H.P. Bore 3 1/2 inch Stroke 4 inch 4 H.P. Bore 3 1/2 inch Stroke 4 inch

Staunch, Sturdy, Dependable

2-Cycle—Working steadily all over the world for all purposes. *Roberts Marine Standard Type 4-16 h.p. Slow speed, heavy duty type, 8 h.p. Roberts Famous Aeroplane and Racing Motors.* We are open for dealers for this territory; will be glad to furnish specifications and terms.

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Cable Address: "ROMOCO"

U. S. TIRE CO. BUSY

Making Demountable Solid Truck Tires For Army

Many automobile and tire industries are volunteering their services to the Government and are arranging to manufacture motor trucks and accessories according to Government standards. James Newton Gunn, president of the United States Tire Company, announces that one of the many Government services being performed by the company is the manufacture of the demountable solid truck tire with standardised steel fastenings.

"Standard specifications for 1 1/2 ton and 3 ton gasoline motor trucks have been issued by the Quartermaster's Department," says Mr. Gunn, "designating among other items the standardisation of the steel fastenings for demountable motor truck tires. These standards were prepared by the Motor Transport

Board of the War Department in accordance with the recommendations of the truck standards division of the Society of Automotive Engineers.

"Advantages of standardisation in connection with the Motor Transport Department were quickly recognised by the United States Tire Company. Although extensive alterations in factory equipment were necessary to meet the requirements, the United States Tire Company promptly arranged to manufacture this tire in its factories."

"In its report the Society of Automotive Engineers states that the standardisation of the demountable solid truck tire equipment for military trucks is probably another milestone in the work of that society, and while this standard is limited for the present to purely military vehicles, the system is so rational it is probable that the same practice will spread into commercial applications as well."

CAY

CAR LIGHTING AND STARTING


is designed on the very bed-rock of simplicity, no complications, no intricate mechanical or electrical devices—just a perfectly arranged system in which the lighting and starting are run from one battery.

Motorists are invited to write for full particulars of the Simple, Safe and Certain System.

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F.O.B. London. Write for special brochure.

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BRITISH
soil."



Willys-Knight
Model 84 B
Touring Car

Tls. 1,350

This Engine Thrives on Carbon

Those long periods of driving a carbon-choked engine are unknown to the owner of a Willys-Knight Motor Car. You don't have to give it up for cleaning carbon or grinding valves.

The Willys-Knight engine gains in power, pickup, flexibility and quietness through making beneficial use of carbon—and size for size it excels in these respects in the first place.

It should give you thousands of miles beyond the life of other types of engines.

And the price of this Willys-Knight is easily within your reach because it shares proportionately in the economies of the Willys-Overland Company's enormous production.

Call on us today. Let us explain the advantages of the Knight type of engine and arrange for a demonstration of this car.

THE CENTRAL GARAGE CO., LTD.
SHANGHAI
2a Jinkee Road, Shanghai. Telephone No. 2661

The Willys-Overland Company, Toledo, Ohio, U.S.A.
Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

STABILITY

Whatever the great majority may say of other tyres they seldom have anything to say against the Dunlop.

They have got it firmly fixed in their heads that Dunlops are distinctly good.

This mass of stable opinion is of enormous value.

Its genesis, growth and permanency lie in the fact that the average Dunlop gives results of a higher consistency than any other tyre. The quality is stable.

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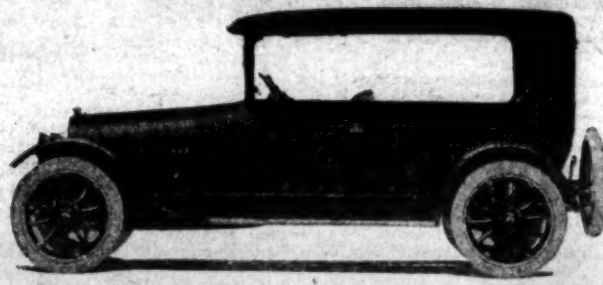
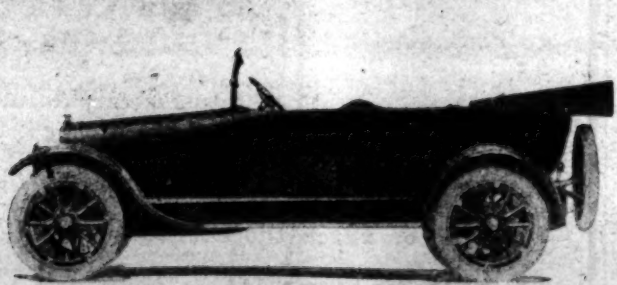
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CHANDLER SIX

Do You Know Why More People This Year Are Buying The Chandler Six Than Are Buying Any Other High-Grade Car?



Do You Know Why in Four Years' Time The Chandler Has Passed and Left Behind, One by One, a Long Line of Other Well-Known Cars?

There are, perhaps, several reasons, all of which would appear very clearly if you had the opportunity or took the time to analyze the history and business policies of the automobile industry. But there is one big basic reason which to you as a motorist is the essential reason, and that one reason is this—that ever since the first Chandler car was designed and built and marketed four years ago, the Chandler has offered the finest of design, construction and equipment at the lowest possible price.

The Chandler today offers this excess of value, this dependability of service, just as distinctly as at any time in the four years past.

It took some little time, of course, for a great part of the motoring world to pin its confidence to this newcomer. Men recognised, indeed the whole trade recognised, that a new type of car which must make large appeal had come into the market. The trade knew that it was the product of men who knew motor building and general motor car design, and who were experienced in the best manufacturing practices.

Still—and remember this was

more than four years ago—the trade said a newcomer could not win out.

Nevertheless, there were a few hundred Chandler cars manufactured and sold in those months of the summer and fall of Nineteen-Thirteen.

And how distinctly the Chandler has won its place in the very front rank of fine motor cars is reflected in the Chandler sales records of Nineteen-Fourteen, Fifteen, Sixteen and Seventeen.

Month by month and season after season throughout these four years the Chandler has moved forward and forward, until today its leadership could hardly be questioned.

Your own observation of high-grade cars in service in almost any market in America would show you clearly how surely the Chandler has come into leadership.

This leadership has been built on the Right Car at the Right Price.

Back in 1914 men were very generally inclined to recognise that the Chandler was the right car at the right price and about two thousand of them had the courage to make sure of their convictions.

Those two thousand won thousands more to their convictions, so that in the year following nearly seven thousand men chose the Chandler for their car.

And the car went on making friends by its performance in the hands of these owners.

The whole country marvelled at this wonderful motor, at its power, its flexibility, its life and get-away, and its endurance. The whole Chandler chassis came to be recognised as a great mechanism.

So last year, 1916, it was hardly surprising to those who really knew the Chandler that more than thirteen thousand motorists chose this car for their car, more than twice as many as had chosen it the year before.

And now has come 1917, a year of some stress for all trades, a year above all years when the real worth in merchandise counts most. And what is the motoring public's answer in its discussion of high-grade cars? What is its answer in discussion of Sixes most particularly?

From coast to coast so far as our available records show, the Chandler is preferred above all other high-grade cars.

Our own sales records show

an increase of better than 55% in the first six months of this year as compared with the first six months of last year.

Records of registration of new cars, although available in only a few typical sections of the United States, indicate a tremendous public preference for the Chandler over all other cars in its field, in some instances as much as a two-to-one preference.

We realise that in some isolated instances, because of peculiar trade conditions, some other car may lead, but in the great markets where men have the choice of all makes of cars, where every kind and type of car is represented, sold and owned, motorists indicate their preference for the Chandler, and prove their confidence in the Chandler, by choosing the Chandler.

Chandler leads because, starting with the right type of car, the Chandler Company has stood firmly by this type of car. It has continued to develop this car throughout these four years until today it approximates perfection in construction and performance.

We cannot convey to you in the printed page any full conception of the superiority of the Chandler motor, but any one of nearly forty thousand Chandler owners could put you alongside him at the wheel and show you Chandler superiority.

We would be more than pleased to show you this superiority; we would be more than pleased to make clear to you the excellence of the Chandler car in all its details.

We would like to show to you what it means in satisfactory road performance that the Chandler motor is equipped with Bosch High-Tension Magneto, as is the Pierce-Arrow, Marmon, Locomobile, Winton, White, Stutz and the Mercer; what it means to you that the Chandler car is built with a big solid cast aluminum crank case extending from frame to frame and giving absolute rigidity to the motor mounting; that it is equipped with silent chains for driving the motor shafts and with annular ball bearings in transmission and differential and rear wheels.

We would like to show you what these items of design and equipment and many others, typical of the highest priced high-grade cars, mean to Chandler performance.

Come Let Us Show You Why and How Chandler Leads

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Seven - Passenger Convertible Sedan (Fisher built)

Four - Passenger Roadster

Four - Passenger Convertible Coupe (Fisher built)

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CHANDLER MOTOR CAR COMPANY, Cleveland, Ohio

Gasoline Embargo Causes Difficulty On Mexican Border

Laredo, Tex., July 28.—The action of the Mexican Government in recently removing the import duty on gasoline in order to bring about a lowering of the prices of that fuel is practically nullified by the embargo which President Wilson has placed in effect against the exportation of gasoline to neutral countries. So far as the embargo is concerned, automobiles are not permitted to cross the international bridges at Rio Grande border points without first having the gasoline tanks emptied. In this condition they are rushed across the international line, where a new supply of the fuel must be obtained. The scope of the embargo may be realized by the following order which has been issued by A. D. Whittington, General Manager of the International and Great Northern Railroad:

"In compliance with the proclamation issued July 9 by the President of the United States, the International and Great Northern Railroad will not accept for export on through bills of lading or local bills of lading showing foreign destination except Canada, coal, coke, feed, grain, flour meal, fat, fuel oil, kerosene, gasoline, pig iron, steel, ferro-manganese, fertilizers, arms, munitions, explosives, consigned, re-consigned or intended for export, except when bill of lading is presented with Federal license number furnished or authorized by Export Council, together with permit number authorized by the port of delivery. Road arrangements have been made under which all shipments consigned to points in Canada can go forward as heretofore. Special licenses covering same have been issued through the custom service port. Applications for permits should be made to the Bureau of Foreign and Domestic Commerce, Division of Export License, No. 354 K Street, Washington, D. C., or to any of the branches of the bureau at New York, Boston, Chicago, New Orleans, San Francisco, Seattle and St. Louis."

Motorisms

Owners of trailers for motor trucks in the State of Washington must have licenses for their trailers, as the new code provides that such vehicles must be licensed. The old law required them to be licensed according to capacity, but inasmuch as they usually were hooked on behind passenger cars, few were taxed.

Cleveland, O., has an ordinance which regulates the sale of used cars and parts. It provides that every dealer handling them shall fill out a description blank furnished by the Department of Public Safety, which shall list the name and address of persons from whom they were obtained, the time when it was bought and the make, license and factory number of motor car.

A great automobile, truck and motor cycle supply depot is to be established by the United States War Department at a point somewhere between Richmond and Norfolk, Va. This depot will be used primarily for the storage of machines and equipment destined for points abroad. It is understood that it will be one of the most important, as well as one of the largest depots of this kind established anywhere in the country.

With the freeing of the first section of toll road on the Lincoln Highway to the east of Philadelphia by the State Highway Department, other communities in Pennsylvania along this main traveled route are up in arms to secure relief from the burden of toll charges for visiting motorists. A great endeavor is being made to free the Lincoln Highway of all toll charges in the State at the earliest possible date.

The Automobile Club of Western Washington has been formed. It is to include every motor club in the counties west of the Columbia River. The individual clubs will be absorbed by this new organization, which it is hoped will have a membership of more than 10,000. Its activities will be devoted primarily to the promotion and encouragement of good roads. Signs will be erected on the main and scenic highways; road maps will be issued and touring information given out.

Tests of airplane engines will be made at a laboratory at the Bureau of Standards, Washington, D. C. At a recent meeting of the subcommittee on power plants of the National Advisory Committee for Aeronautics, preparations were made for the development of a laboratory for testing aircraft engines under conditions of altitude and temperature similar to those encountered in flights at an altitude of 20,000 feet or more. The laboratory and its experimental equipment will be organized under the auspices of the Advisory Committee and the investigations will be directed by the subcommittee on power plants.

GOING UP!

In 1903-4	1,708 Ford cars
In 1905	1,695 Ford cars
In 1906	1,599 Ford cars
In 1907	8,423 Ford cars
In 1908	6,398 Ford cars
In 1909	10,607 Ford cars
In 1910	18,664 Ford cars
In 1911	34,528 Ford cars
In 1912	78,440 Ford cars
In 1913	168,220 Ford cars
In 1914	248,307 Ford cars
In 1915	308,213 Ford cars
In 1916	533,921 Ford cars
In 1917	700,000 Ford cars

101 Miles An Hour Is Ralph Mulford's Record



RALPH MULFORD OITS

Omaha, Neb., July 6.—Ralph Mulford won the 150-mile automobile race at the Omaha Speedway in one hour, twenty-eight minutes and fifty-three seconds. His average speed was 101.26 miles an hour. Joe Thomas was second and Walter Haines third. After the race Haines' manager gave notice that his principal would contest the decision of the judges, claiming that he won. Mechanician Billy Salmon was seriously but not fatally hurt when Tom Alley's car skidded and jumped the track in the second lap.

Buick Production For 1918 Is 150,000 Cars

One hundred and fifty thousand Buick cars scheduled for production during 1918.

This is the largest annual production ever planned by the Buick Motor Company and is made possible by numerous factory additions just completed. These cars will be allotted fairly among the various territories and will place Buick dealers in a stronger position than at any previous time. There has always been a shortage of Buick cars in comparison to the demand. Season after season it has been necessary for Buick dealers to turn down orders because their allotments were sold out. During 1918, each and every Buick Dealer is assured of greater business and Buick purchasers' requirements better cared for, the generous scope of the line plus the excellence of the individual cars will entrench them yet more firmly for the still bigger things that are being developed for Buick interests everywhere.

The Auto As Railroad Substitute

The motor car and the motor truck are important factors in the increased efficiency of the railroads in war time, according to George H. Bury, assistant general sales manager of the Packard Motor Car Company. They are relieving the railroads, Mr. Bury points out, of an appreciable burden of short haul traffic, both freight and passenger.

"The latest figures authorized by Fairfax Harrison, chairman of the Railroad War Board, indicate an increased railroad efficiency of 14.1 per cent," said Mr. Bury. "Enlarged carrying capacity, more general use of the waterways, and other efforts play their part in this result. And so do the motor cars and trucks. "Automobiles are carrying thousands of passengers who would otherwise have to use the railroads, between suburbs and metropolitan centers, near to each other. The growth of automobile traffic, especially in the rural districts, has lightened the local passenger traffic of the railroads, and this relief has enabled the railroads to cut down the number of their trains and devote their motive power to the long freight hauls. "In 'The Nation's Business' for July, Edward Hungerford writes that at a great hotel in the White Mountains, 90 per cent of the patrons used to come by train six or seven years ago and the remainder 'toured through.' A record kept last year showed that 95 per cent of the guests arrived in their motor cars; the remaining five per cent used the railroads. Mr. Hungerford says: "It is in New England that the largest progress has been made in removing trains as a war measure. And it is in New England, with its superbly developed system of motor-roads and motor-inns that the automobile has made the greatest headway. The railroads have done little or nothing to offset the competition. They have said that the passenger train was by far the least profitable—if not an absolutely unprofitable—feature of their business. The war situation has enabled them to remove the least profitable of the passenger trains, and without a public clamor."

Overland Head Wins Unique Distinction

Upon John N. Willys, President of the Willys-Overland, Incorporated, of Toledo, O., has been conferred the unusual distinction of "Purveyor to His Majesty, King of Spain."

This is the first time in the history of the automobile industry that an American automobile maker has been made purveyor to a European monarch.

In fact, instances where American manufacturers have been made purveyors to European nobility or royalty are very rare.

About a year and a half ago King Alfonso XIII purchased a Willys-Knight touring car. So well pleased was he with this car that later in the year he ordered six Willys-Knight touring and limousine models.

The unique title is the result of the satisfactory service these cars have rendered.

GOODYEAR TIRE ADVICE

Motorists Should Keep Prescribed Air Pressure in Tires

A large number of inquiries from motorists throughout the United States with reference to the expansion of the air in automobile tires in hot weather has caused the scientists of the B. F. Goodrich Rubber Company to make a careful analysis of the changes that take place when there is any variation in the temperature of the tire.

In making computations an initial air pressure of 70 pounds was used. This is the pressure prescribed by all tire manufacturers for a 34x4 tire. The air is pumped into the tire at a

temperature of 40 degrees Fahrenheit and gradually heated until it rises to 110 degrees Fahrenheit. At this point the reading of the air pressure would indicate 78.4 pounds, or an increase of but 8.4 pounds. This is not considered dangerous, for seldom, if ever, will the tires of a motor car undergo such extreme changes in temperature.

A probably more practical computation for the same tire with 70 pounds air pressure is made with the temperature at the beginning registering 70 degrees Fahrenheit. Fast driving through hot, sandy stretches, for example, would cause the temperature of the tire to reach probably 110 degrees. Even under these conditions the air pressure would increase to but 75.3 pounds. This is a most usual condition, and the results prove that the expansion is still more negligible than in the previous instance.

It has been assumed, and frequent careful observations have proved it, that there are comparatively few motorists who keep the prescribed air pressure in their tires. It is well to point out, in connection with these computations, that the rise in temperature of the tire due to its being run, is as great in proportion in cold weather as it is in warm weather. Therefore the increase in the air pressure due to this source must correspond in cold weather as in warm.

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This is the kind of proof of quality that every motorist should demand, the kind on which the enormous Fisk Business has been built. The phrase "Ask Fisk Tire Users Before You Buy Again" has a real dollars-and-cents meaning to the wise motorist.

Inspect our line of Fisk Tires and Tubes

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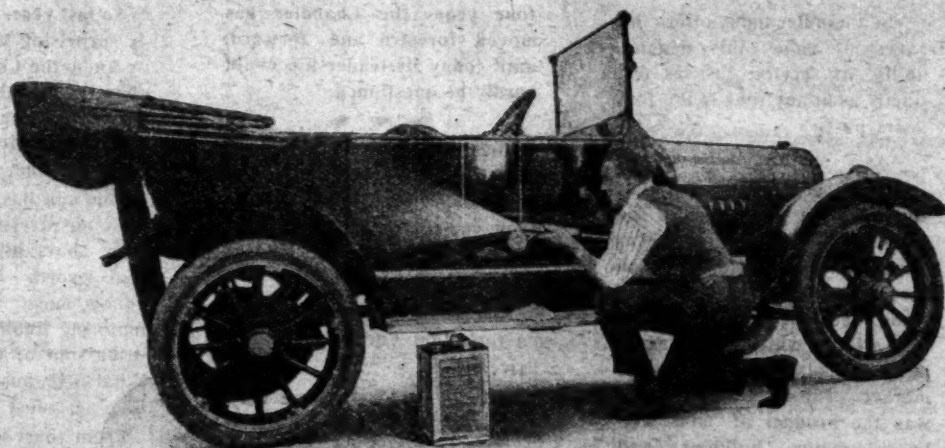
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Apply with sprayer. Wipe dry with cheesecloth.
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HOW TO STOP THE KNOCKING THAT AFFLICTS YOUR CAR

Expert Points Out Some Of The Chief Places That
Noises Generally Come From

By H. C. Brokaw

Does your car chatter? Does it talk to you and protest against running over holes and bumps in the road? If it does, it is a sign that you should pay attention to a hint that you should do away with the knocks and clicks and chattering which annoy you and everybody else within hearing as you run along. That is, if you find them, for there are some noises so obscure as to defy detection even by the expert.

Such was the car which developed a sharp click when it was started forward or backward. It ran quite a long time before it was possible to discover just what and where it was. It was somewhere in the back end, but so hidden as to defy detection. The rear axle was of the floating type, the construction in which the driving shaft is connected to the hub of the wheel by a number of flanges on the shaft, into which corresponding projections of the flange fitted. These had become worn and allowed sufficient play to cause a noise.

By walking alongside of the rear wheel while the car was being started and stopped, it was decided that the sound came from the hub of the wheel. The hub cap was removed, and by placing the finger on the hub flange and end of shaft at the same time, the play was detected by the sense of feeling, though it was hardly visible to the eye. The trouble was overcome by having the shaft welded to the flange.

A few days later the owner happened to be at the agency and told what he had found.

Told The Dealer

"So glad you came," was the response. "For we have been looking for the same kind of a click a long time ourselves, and the service station mechanics have not been able to locate it. They thought it was in the brake, but upon examination could see no reason for a click."

I have seen cases where the wheel was keyed on, and where the keys had acquired sufficient play to cause a continuous knocking, especially when the machine was being driven at low speed. This sort of knocking is more likely to occur with the four-cylinder, slow-speed engine than with the high-speed, many cylindered type.

A mysterious knock sometimes may be traced to the torque rod, which is loose at the forward end, or to worn torque tube bearings, and in some cases the bolts fastening the torque rods to the rear axle become loosened

or worn, causing a knock, especially when going over bumps or dropping into holes.

The brake rods become worn and set up a continuous clattering on rough roads and this noise is accentuated if the tires are kept inflated at too high a pressure. As a matter of fact, the car owner has the choice between the greatest life for his tires with accompanying rattles and discomforts, and riding at a sufficiently low pressure to subdue these noises and make life in a car worth living; of course there will be an attendant higher wear of tires.

Spring Shackle Noises

Worn spring shackle bolts will not ordinarily cause knocking or rattling, but when going over bumps or holes the rebound of the body is sufficient to make the looseness audible. It can be overcome by having a new bolt put in, and prevented by keeping the bolts well lubricated.

Worn steering knuckle pins and tie rod bolts will be found responsible sometimes for knocks and rattles in the front end of the car. The remedy is obvious and the location of the noise is not hard to find.

In addition to these, we have rattles due to tools being thrown loosely into the foot box, and sometimes the body bolts become loosened. The lamps occasionally jolt loose and the license plate bracket is sometimes so loose that it is audible as well as visible.

There are other knocks due to broken gear teeth and other broken parts, and sometimes these broken teeth, loose nuts, bolts or pins, in gear or differential case become wedged between the gear teeth and cause a knocking that is not hard to locate, albeit, rather expensive to repair. And then there are the knocks and rattles from the hundred or more accessories which are attached to the chassis of many cars and which sooner or later develop defects and noise.

The up-to-date, well-designed car in perfect shape is practically noiseless, and if a knock or rattle develops it indicates that something is worn or out of adjustment and needs attention. The owner who takes care to have all parts properly lubricated and kept tight need fear none of these annoyances, and proper attention means lack of annoyance when out touring; while slovenly habits will advertise themselves to every one along the road.

Keep Your Brakes Adjusted

"Your brake is your best friend in an emergency," says William H. Stewart, Jr., president of the Stewart Automobile School. "But like every other good friend it must be treated right. If working properly it gives you the greatest sense of security, but if neglected your life may pay the penalty."

There are only two kinds of brakes, internal and external. The internal consists of a heavy ring which expands, gripping the brake drum, fastened to the wheel and so retarding or stopping its motion. The contact is usually metal to metal, although a brake lining is sometimes used. The internal brake is called the internal expanding or expanding ring brake.

"The external brake consists of a steel band lined with brake lining, a specially woven fabric of asbestos and brass wire. This is drawn tightly around the brake drum, holding it from the outside. It is called the external contracting or expanding band brake."

The names, service brake and emergency brake, do not apply to the brakes themselves, but to the controls. The pedal usually applies the contracting band brake and is called the service brake, as it is the one ordinarily used in service. It is not as powerful as the emergency brake and is better adapted to service, bringing the car gently to rest without throwing the passengers forward or locking the wheels so that the car will slide on one spot on the tire, wearing it away. As implied by the name, the emergency brake is only used in an emergency to stop the car suddenly. It is extremely powerful and may be applied too suddenly, causing the car to skid.

Another classification of brakes is by location, that is, transmission brakes and wheel brakes. A transmission brake is one that acts around a drum on some part of the transmission, such as the brake on the planetary of the Ford car. It holds the shaft rigidly but allows the wheels to turn different ways, thus increasing the danger of skidding. A serious disadvantage on heavy cars is that the full driving force of a heavy car is applied to the differential, universal joint, drive shaft, and other points, straining them severely. This is not a serious objection on a light car. The only proper place for a brake to be applied is on drums on the rear wheels. The emergency brake is always applied here. On account of the fact that it can be set, the emergency brake is used to hold the car when we leave it.

"Brakes should never be applied except when needed. This sounds like a truism, but has more to it

than one may think. The operator should allow the car to coast to the place where he wishes to stop, letting it come to rest without applying the brake at all. This saves the brakes, the tires and the mechanism. Quite different is the grandstand play of the novice. He dashes wildly up to the place where he wants to stop and jams on both brakes with a flourish while his experienced friend turns away with a pitying smile. Brakes were made for use, not abuse."

"It is extremely important to try out the brakes every time the car is taken out. Speed up when you have a clear space ahead of you and then apply the brakes. Do this several times with both foot and emergency brakes. Note whether the car stops promptly or not, or if it has a tendency to swing to one side, showing one wheel to be free and the other one dragging."

"I once saw a driver dash madly up to a curb and stop by means of the emergency brake. One wheel locked and I paced it off thirty feet. Just think of it, thirty feet on one spot on the tire. I mentioned the fact to the driver, only to be answered with a laugh."

"Once a week a thorough test and inspection should be given. Jack up both rear wheels, set the emergency brake up until it binds and try both wheels. The resistance should be uniform. If one side is loose it must be tightened. If the car is equipped with brake equalizers the two sides will hold evenly unless there is grease on the brakes or they are worn unevenly. The two sides should be measured and brought to even length. An assistant will be necessary to apply the foot brake while it is being tested, although a jack might be used to hold the pedal in case no assistant is available."

"Brakes may slip because of grease getting on them from the axle housing, wear of the lining so that the rivets are touching drums, stretching of the brake rods, looseness of the parts. These should be gone over and remedied as far as practicable. Be extremely careful not to draw up the brakes too tightly. They will bind and prevent the engine from driving the car at proper speed, thus wasting gasoline. At the same time the lining is worn, requiring replacement all the sooner. After adjusting the external brake you should see daylight all around the drum, showing that it is not touching anywhere."

"So give close attention to your brakes, as their failure at a critical time may easily mean death, not only to yourself but to several other persons as well."



What the World knows about the Cadillac



THE plain facts about the Cadillac are sufficiently impressive.

One very important fact is the universal admission of its greater goodness. It is scarcely too much to say that out of all the hundreds of thousands of owners of other cars, no one thinks of denying its place to the Cadillac.

The Cadillac is a car which most men hope to own some day.

This does not necessarily imply dissatisfaction with, or lack of loyalty to the cars they now own.

It simply means a deep-rooted respect for the Cadillac as an unusual car.

In most instances they have been restrained from Cadillac ownership by money considerations.

But once they have passed that seeming barrier, they find that it was not a barrier at all.

Ownership of a Cadillac always reveals the fact, that the slightly higher first-cost is as nothing to the greater comfort, longer life and greater sustained value.

The more you study it, the more you are impressed with this universal admiration for the Cadillac.

It practically amounts to a unanimous national vote of confidence and esteem.

It means that the average man, even when about to buy another car, feels in his inmost heart that he might better own a Cadillac.

That being true—and your own experience undoubtedly tells you that it is true—it is of course a mistake for a man not to follow his instinct.

Because an instinct which amounts to a positive conviction is, with the average man of clear judgment, almost invariably sound and right.

If you have even an indefinite feeling that, in a Cadillac, you would obtain qualities which other cars will not yield—that feeling cannot be satisfied by any car other than a Cadillac.

Those qualities which you believe to exist undoubtedly do exist, else the widespread conviction would not exist.

And it is precisely these rare refinements of operation, and this excess of ease and comfort which you sense in the Cadillac, that constitute real motor car value.

The differences between the Cadillac and other cars are differences in intensity and continuousness of comfort.

They are vital differences because they affect the quality of your enjoyment.

They result in making each moment you spend in the Cadillac a different kind of a moment—more highly colored with contentment and comfort.

All this, of course, arises from the Cadillac ideas of standardization, and from a more careful, a more costly, a more conscientious, a more accurate process of manufacturing, and co-ordination.

How profound and important this difference actually is—even though he senses it in a general way—the average man cannot fully realize until he has made actual comparisons.

It is so marked, so exhilarating, so full of a satisfaction never before experienced, that he can scarcely credit it.

When he does realize it, he sees that it would have been the height of unwisdom to deny himself, for the sake of a few hundred dollars in first-cost, the luxury of sensation and the years of complete satisfaction which come with Cadillac ownership.

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New Things Every Woman Ought to Know

How to Keep Thin as You Grow Older

By Harvey W. Wiley, M. D.

The Famous Authority on Pure Food, Sanitation and Health.

ONE of the most common diseases of advancing years is obesity, and there is no other disease which yields more certainly and logically to abstinence from food.

There are some cases of obesity which have not been caused by excessive eating, as is illustrated in certain diseases of the thyroid gland, but generally the fat person is one who has become so from consuming more food than his method of life warranted.

I have more than once called attention to the futility of attempting to combat physiological obesity with drugs. Where obesity is due to a fault of the thyroid, drugs may be useful, but in few other cases.

For the myxedemic person with a diseased thyroid I feel sorry. For the fat, overfed person I feel sym-

thetic. If drugs are ever efficacious in helping either of them, it is because of the injury these medicines work to the digestive organs.

The trouble is, in my opinion, that the man of ordinary habits and easy circumstances eats far more food than is necessary. We base our idea of the quantity of food necessary largely on its heat-forming properties. This is a convenient measure, but not always accurate.

Moreover, the standard ration is usually computed for a man in early life, weighing 150 pounds, and engaged in light labor; hence, we think of a ration which will give three thousand heat-units a day as ideal. This is probably true in the circumstances mentioned, but more than fifty per cent of our people weigh less than 150 pounds, and a very large percentage of them are not engaged even in light labor.

stout such foods as milk, eggs, cheese and butter should be avoided. By simplifying your diet and taking proper exercise you are doing all you can to reduce in a safe way. If there is any systematic reason for obesity, if it is really due to a derangement of the body processes, then the cause must be discovered and the advice of a physician followed as to specific drugs.

HOW do you prepare the whole wheat porridge you recently mentioned?

J. T. C.

Grind a pint of wheat in an ordinary coffee mill, making a coarse whole-wheat meal. Mix with four volumes of water and half a teaspoonful of salt, and cook as follows: Place the water, boiling hot, in the aluminum bucket of a fireless cooker and stir in the coarsely ground meal slowly so as to avoid forming lumps. Stir the mass until perfectly smooth, then clamp on the top of the cooking vessel, place the bucket on the stove, and boil for five minutes under the slight pressure that the cover affords. Meanwhile heat the two circular stones, which fit into the compartment of the fireless cooker, until water sizzles when dropped on them. Place one stone at the bottom of the cooker, under the aluminum vessel, and the other on top. Close the cooker and let the vessel remain over night. The whole-wheat mush is ready for breakfast. Another kind of porridge is prepared in much the same way, except that it is not



Photo by CLINEPHOTO, WASH., D.C.

Dr. Wiley in His Laboratory.

ground at all and slightly less water is used. After cooking over night, pour off the water, dry slightly over the fire, and eat with cream and sugar. Prepared in this way the whole wheat has all the delicacy and tenderness of cooked rice, while the whole wheat meal makes a mush unsurpassed in flavor, quality and wholesomeness.

ARE canned fruits and vegetables as good after several years as those put up fresh from year to year? Also please say why kidney beans are so-called.—M. R. S.

Fruits and vegetables are not as good after long standing in the can as they are when first canned. If you would open a

can of vegetables immediately after it was canned, as soon as it grew cold, you would not be able to distinguish the taste from the natural uncanned article. After months, and especially after a year or more, there is a very distinct change in taste; moreover, if the can itself is subject to corrosion, as it is in most cases, the amount of corrosion is greater according to the length of time it stood. I have always believed that canned goods should bear the date of canning, so that the consumer might know just how old the product is.

The bean called kidney is so called from its shape and not because it is good for the kidneys.

I AM taking my ten-month baby to a farm where it will be impossible to get certified milk. Will you

tell me how to prepare the milk so it will be safe to use?—MRS. H. J. P.

If the milk that you get is clean and comes from tuberculin-tested cows it is not important that it should be certified. I would advise in all cases the pasteurization of milk, origin unknown, for the use of an infant or young child. The milk can be pasteurized at home by raising the temperature to 145 or 150 degrees Fahrenheit and leaving it at that temperature for thirty minutes. It is best accomplished by putting the vessel of milk in water and gradually heating the water to about 10 deg. above the pasteurization point, then removing from the fire and stirring the milk until all parts of it are heated up to a temperature of about 145 to 150. It can be left then in the hot water for half an hour, when the pasteurization is complete. When a child is fed pasteurized milk it should have, also, every day, a few drops of orange juice, which tends to counteract the tendency of pasteurized milk to produce scurvy. The method of modification of cow's milk depends upon the infant. Your family physician will be able to give you the correct formula for your child.

PLEASE tell me where to get and how to keep Bulgarian bacillus for souring milk from meal to meal.—MRS. C. M.

The following are among the many dealers who handle this organism: Franco-American Ferment Co., 124-26 West Thirty-first street, New York City; Maytag Laboratory, Rockford, Ill.; Vitalis Laboratory, Brookline, Mass. In order to keep the cultures pure the milk in which they are used should be pasteurized and the greatest care taken that no infection may come to it from day to day. Some makers put up other organisms with the Bulgarian bacillus so that it cannot be continued, forcing people to buy new cultures from time to time.

Dr. Wiley's Question Box

WHAT sort of diet is necessary to rid oneself of eczema?—MRS. C. W.

The simplest possible diet is advisable in eczema. Meats especially should be excluded from the diet. Whole wheat and whole corn bread and mush should be eaten in moderation; also not less than a pint of pure milk a day. Fruits and vegetables should be eaten also in moderation. Tea, coffee, chocolate, cocoa and alcoholic beverages are to be entirely eliminated. The diet should be moderate in amount. Eczema is a most difficult and refractory disease, and no one can promise a cure.

PLEASE give me a list of foods that make blood. Is Lydia Pinkham's Blood Maker good, and what do you think of Swamp Root for kidney trouble?—MARGOT A.

All foods are blood makers. In my opinion, Lydia Pinkham's Blood Maker is of no account for blood making. Blood comes from food and not from medicine. I do not know of any medicines that are good for the blood. Swamp root is a nostrum of typical character and is utterly valueless for kidney trouble.

WHEN rice is cooked in plenty of water and then strained will the loss of protein be as great as that of starch? Also please tell me what is the most wholesome and nutritious kind of rice.—A. M.

You cannot lessen the proportion of starch by pouring off the water from boiled rice. The protein in the rice is more soluble in the water than starch. When rice is used constantly as a human food the unpolished brown rice should always be selected.

I am taking on a lot of flesh, particularly around the thighs, and as I am a dancer this is very annoying. Isn't there something I can apply externally that will help me?—DOROTHY D. A.

The only safe way to reduce flesh is to cut down the diet. Eat only about half as much as you are in the habit of eating and eliminate sweets entirely. A moderate amount of meat is permissible, also vegetables, bread and fruits, but where there is a tendency to become

Making Your Housework Easier

By Mrs. Christine Friedrich
The Distinguished Household Efficiency Expert.

SHOULD olive oil be kept in a very cool place? I had some in my pantry, but it seemed to get poor flavored.—MRS. R. D.

The right temperature at which products should be kept is most important. All too frequently the housekeeper undoes the good and care taken by the manufacturers when she keeps the products in the wrong place. Oils of all kinds should be kept in a cool but not cold place. So should spices, tea, coffee and similar substances, also crackers and cheese. Heat encourages the presence of insects and keeps partly open packages of ratatouille, etc. It is preferable to keep all such articles in glass-covered jars, like Mason jars, or in drug store square bottles, or in tin containers.

PLEASE give me some suggestions that will help me give my house a thorough cleaning without upsetting everything so.—MRS. F. R.

In many homes it is not necessary to have an annual cleaning, especially if a vacuum cleaner is used all the year 'round and thorough care has been taken of the rooms. It is excellent, however, in the Spring, to have a general stock taking, as it were, and renovation. The first thing to do is to sit down with a paper and a pencil and plan what repairs you need, what curtains or other articles must be washed, what changes you want to make in arrangement, etc. Then study your house and see with what rooms it would be best to begin. Whether two or three should be taken at once, or whether, from their size, it would be best to do each one separately. First send out of the house all furnishings, carpets, blankets, etc., which must be cleaned, then arrange far in advance with your painter and workman for whatever they must do, so as to have all of their work done before the real cleaning is attempted. Have a postal ready to be sent for the Salvation Army or other agency to get the waste articles, and then try to make as little confusion and fuss as possible.

I KNOW a schedule is supposed to be "efficient," but what can you do if your family

You Might Try

Oiling Green Peppers.

PEPPERS that are to be stuffed and baked will not lose their color if they are oiled first.

To Brown Pie Crust.

TO make the pie crust come out of the oven a rich golden brown, moisten the top with milk before baking.

A Potato on a Shiny Suit.

A BLACK suit that has become shiny may be freshened by rubbing the shiny places with a raw potato.

Peach Kernels in Candy.

THE kernels of peach stones taste exactly like almonds and may be used to advantage as flavoring in cake and candy.

Skewering the Percolator.

A WOODEN meat skewer put in the percolator tube, while the pot is being filled, will prevent the ground coffee from choking up the tube.

Wire Baskets for Vegetables.

ORDINARY wire baskets, such as are used for holding letters and memoranda in offices, make an excellent receptacle for vegetables in the pantry.

simply won't live up to your schedule! They come to meals irregularly—that can't be helped—they simply don't and won't pick up, and I have to waste time picking up after them. I've tried again and again to stick to a schedule, but it's impossible. And that's why I say the idea of a fixed schedule is not practical, at least, not in our family.—MRS. J. I.

I fear that you are falling with your schedule because you are trying to force an arbitrary plan that disturbs rather than makes for the comfort of the family. Remember that the schedule is made for the family, and don't try to remake the family to fit the schedule. If the children refuse to pick up after them I certainly believe they need severe disciplining to impress them into this habit. If the head of the house doesn't "pick up," you probably will have to allow for a definite amount of time each day for the service, for a man's time at home is for rest, and the house should have his comfort as one of its chief aims. Why not have a family session, determine definitely what each member is to do as his share toward easing the housework, hours of meals, etc.? Then build your daily schedule according to the needs of the family. You see, if you could force everyone to live up to an iron-clad schedule, I could give you a set schedule right here. But it is because tastes and conveniences and hours differ in every family that each homemaker must make up her own schedule with the comfort and happiness of her family at heart.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast Cantaloupe Broiled Tomatoes Muffins Coffee	Breakfast Yellow Plums Poached Eggs Corn Meal Muffins Nut Margarine Coffee	Breakfast Pineapple with Powdered Sugar Creamed Dried Beef on Toast Coffee	Breakfast Ready Peaches Cereal Top Muffins Toast Coffee	Breakfast Cantaloupe Tomato Omelet Corn Muffins Nut Margarine Coffee	Breakfast Grapes Toast Coffee	Breakfast Cantaloupe Butter Coffee
Luncheon Bananas and Peanut Salad Whole Wheat Bread Nut Margarine Jelly Tea	Luncheon Escalloped Tomatoes with Rice Bread and Butter Nut Oatmeal Cookies Tea	Luncheon Tomato Rarebit on Toast Marshmallow Gingerbread Coffee	Luncheon Spinach Goldenrod Brown Bread and Butter Fruit	Luncheon Vegetable Salad Boiled Dressing Apple Roly Poly Tea	Luncheon Cod Timbales (left over fish) Stewed Tomato Sauce Brown Bread and Nut Margarine Lemon Pie Coffee	Luncheon Cold (Shoulder of) Lamb Roast (prepared on Saturday) Hot Gravy Boiled Potatoes String Beans Lettuce Salad French Dressing Frozen Peaches Supper
Dinner Casserole of Beef (left over) with Vegetables Dressed Lettuce Peaches and Cream Coffee	Dinner Fillets of Shoulder with Tomato Sauce Lettuce and Green Pea Salad Corn Starch Blanc Mange Iced Coffee	Dinner Chicken Fricassee Baked Potatoes Pineapple and Cheese Salad French Dressing Stewed Blueberries with Cream	Dinner Chicken Pilaf (left over) Summer Squash Spinach Salad (left over) French Dressing Ice Cream Half Cup Coffee	Dinner Baked Cod, Egg Sauce Boiled Noodles Green Peas Steamed Berry Pudding Hard Sauce Half Cup Coffee	Dinner Smothered Round Steak Carinated with Rice Moulded in Custard Cups Spinach Caramel Junket	Supper Assorted Sandwiches Eggs, Butterless Chocolate Iced Tea Cake

Good To Eat

Savory Rice.

ADD one cup of rice to six cups of boiling water and cook for five minutes. Then drain. Fry out six slices of bacon in a saucepan and in it fry one small onion. Then add rice and stir gently with fork until all the fat is absorbed. Add one cup of strained tomato pulp, season with one-half tablespoon salt and one-fourth teaspoon paprika. Then add two and a half cups boiling water and cook until rice has absorbed all the liquid and is very tender.

Veal Chops en Casserole.

BROWN six veal chops and six onions which have been blanched in boiling, salted water thoroughly. Add one-half cup of tomato pulp, freed from seeds, and one-half cup of corn pulp or kornlet. Then pour over the whole one cup of white stock or boiling water. Cook slowly until well done. Add salt and pepper to taste.

Corn Bread.

CREAM two-thirds cup butter and add one cup sugar gradually. Then beat yolks of three eggs thoroughly and mix with two cups milk. Sift together two and one-half cups corn meal, one and one-half cup flour, two teaspoonfuls cream of tartar and one teaspoonful soda. Add to first mixture, beating constantly. Then fold in well beaten white of egg. Bake about twenty-five minutes.

Yorkshire Pudding.

SIFT together one and one-half cups pastry flour and one-half teaspoon salt. Add one and one-half cups milk, gradually, so as to form a smooth batter, then add three very well beaten eggs. Turn into very hot gem pans, the inside of which has been brushed over with roast beef dripping or melted butter. Bake about twenty minutes. Serve around the roast. The pudding may also be baked in small dripping pan and cut into squares for serving.

home run would have tied the score and made it the end of a perfect night-mare. But Maloney struck out and we all went home holding our heads.

Yes, it was some game! The casualties follow:

Gunboats	
AB R H PO A E	
Maloney, 3b.	5 1 3 1 0 0
Glover, c. c.	5 1 2 5 1 0
Scott, p.	5 1 2 1 4 0
Selby, 1b.	5 2 2 0 0 0
Luna, lf.	4 0 0 0 0 0
Marshall, c. cf.	4 0 1 2 3 1
Savage, rf.	5 1 0 1 0 0
McGowan, ss.	1 0 0 0 0 1
Keefer, ss.	4 1 2 3 0 1
Williams, 2b.	4 1 3 2 1 1
Totals	41 8 15 24 13 7

Shanghai	
AB R H PO A E	
Holiday, ss.	5 1 1 3 5 1
Woods, 2b.	4 2 3 4 2 1
Wilhoit, 1b.	5 3 3 0 0 0
Hill, 3b, p.	4 2 1 2 1 0
Swift, c. 3b.	5 0 0 1 0 0
Ollerdsen, lf.	4 3 3 1 0 0
Stratton, c.	4 1 0 6 1 1
Pomeroy, rf.	3 0 0 0 1 0
Tinkham, p. cf.	4 1 0 2 3 0
Totals	38 12 10 27 15 3

By Innings:

Gunboats: 0 0 0 0 0 1 7=13
Shanghai: 0 0 0 4 0 0 8=13

Home Runs—Wilhoit, 2; Scott, Three base hits—Wilhoit, Maloney, Two base hits—Ollerdsen, 2, Stratton hit—Luna, Stolen bases—Ollerdsen, Pomeroy, Double plays—Maloney-Williams-Selby; Scott-Maloney, Struck out by Scott, 10; by Tinkham, 2; by Hill, 2. Bases on balls—off Scott, 2; off Tinkham, 2; off Hill, 2. Hits—off Tinkham, 13 in 9 innings, none out in ninth. Wild pitches—Scott, 3. Passed balls—Stratton, 1. Hit by pitcher—Woods.

Umpires—Messers. Honoki and Dunn.

'A' Co. Defeat Public School

(Continued from Page 1)

away behind the wicket by some nice forcing strokes.

While the S.C.C. were in the field, one thing stood out above everything else and that was the brilliant fielding of young Cyril Cheetham. He took two great catches near the boundary and held another twister in the deep alive. His ground work and his throwing in were also wonderfully smart.

When the Club went in, represented by Middleton and Deeks, the runs were hard to get, but that was owing to some fine bowling on the part of Main and Wilson. But the two wore the bowling down and made the match safe for a draw at any rate. Both played excellent cricket and before they had to go had credited themselves with 33 and 52 respectively.

When the separation was effected the light had almost gone, but Lover liked the dark and Staggs was more like a cat, for both hit out at all comers and victory seemed within sight. Then Staggs mislaid at Fry and went and Turner came in at the run. Another dozen was wanted and a little pluck on the part of Lover and the skipper did the trick.

The S.C.C. well deserved their victory, although Cooper's men helped them out by some loose fielding. Cooper followed his batting triumph by getting three of the four wickets that fell.

The scores:

H. J. Cooper's XI

S. M. Wallace, run out 8
J. J. Ellis, c. Whitehead, b. Staggs 12
H. T. Rytou, b. Dr. Morris 23
W. E. Wilson, b. Dr. Morris 16
T. Main, c. Cheetham, b. Morris 29
H. J. Cooper, c. Cheetham, b. Staggs 28
T. Wigton, st. Deeks, b. Staggs 10
E. Noskes, c. Cheetham, b. Lover 7
T. S. Fry, b. Lover 1
W. J. Haynes, not out 10
G. Sale, run out 9
Extras 9
Total 168

Bowling Analysis

O.	M.	R.	W.
E. W. Staggs	10	1	24
C. Whitehead	10	1	26
Dr. Morris	8	—	48
C. S. Cheetham	5	—	12
H. G. Lover	6	—	20

S. C. C.

R. J. Deeks, b. H. J. Cooper 63
H. E. Middleton, c. Main, b. Cooper 38
Dr. H. H. Morris, b. H. J. Cooper 23
E. W. Staggs, c. Sub, b. Fry 53
E. G. B. Lover, not out 23
W. C. D. Turner, not out 3
C. Cheetham, c. E. M. Thomson, H. Webb, C. C. Whitehead, H. G. Norman, did not bat
Extras 9
Total (for four wickets) 169

Bowling Analysis

O.	M.	R.	W.
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Fry	6	0	41

Ten Eyck, Aged 75, to Row Riley, Aged 71



JAMES TEN EYCK

James E. Ten Eyck, veteran coach of the Syracuse University rowing crew, has accepted a challenge from Riley, former world's champion sculler, for a three-mile rowing race on Lake Onondaga, Saratoga, in September. There will be a side bet of \$1,000 on the race.

Riley is seventy-one, while Ten Eyck is seventy-five. Seven years ago Ten Eyck defeated Riley over the same course by sixteen lengths in a three-mile race. It was predicted that neither could stand the strain, but both finished strong. Ten Eyck's time was 23:13; Riley's, 23:43.

The first of the pictures to come to the Olympic will be "The Call of the Camberlands" in five acts, featuring Dustin Farnum. It will be shown for four nights beginning next Friday. On the same date "The Clown," with Victor Moore in the title role, appears at the Victoria.

At the Victoria tonight will be screened for the last time the great picture version of Eugene Sue's "Wandering Jew."

The Olympic is offering this evening the D. W. Griffith masterpiece, "Home, Sweet Home."

The return engagement of the Frawley Company opens tomorrow night at the Lyceum theater. This popular company will remain in Shanghai for one week only, presenting four of the most successful plays in its repertoire. Tomorrow night and Tuesday the play will be Laurette Taylor's great hit, "Peg o' My Heart." On Wednesday and Thursday the bill is "Sunday," with "Fair and Warner" to be given Friday and "The Outcast" on Saturday. Booking is now open at Moutrie's.

"Debt of Hate," a powerful four-part French production, featuring Mlle. Andre Pascal, heads the bill at the Apollo Theater tonight, to be followed by the News Gazette and a Nestor comedy. The 11th and 12th episodes of "Liberty" are to be shown at today's matinee. Two new episodes of this serial and other new films will be presented tomorrow.

The advent, shortly, of the Johnson Willard fight films is announced by the management.

"The Treasure of Trezor," an exciting three-part story is the principal item on the Isis Theater program for this afternoon and evening. Two comedies will be added for the night performance.

The British official war films showing the tanks in action and the "Battle of Peronne" are to be shown at the open-air cinema in the Public Garden, 474 Avenue Joffre, beginning at 9.15 tonight.

Four reels of comedy, including a two-part Keystone film and a detective story, "The Blue Diamond," in two parts are on the Tova Cinema Theater's program for today. Commencing tomorrow two new episodes of "Liberty" the 9th and 10th, will be on view.

A new program is to be shown at St. George's Gardens tonight, including a Keystone comedy, featuring Syd Chaplin, and the new Pathé gassettes.

Extras

Total 66

Bowling Analysis

O.	M.	R.	W.
C. H. Bhooora	5	2	11
C. B. Sethna, c. Ahmed, b. Quincey	9	1	21
J. H. Shroff, c. A. Madar, b. Willis	4	3	2

Handicap Old Boys

G. V. Jensen, run out 6
A. Madar, b. J. H. Shroff 23
A. S. Ahmed, c. Vicojee, b. Sethna 4
L. P. Quincey, c. Vicojee, b. Sethna 4
A. J. Willis, b. Sethna 9
J. V. Jensen, b. Sethna 4
H. J. Ambrose, b. Sethna 0
C. A. Sullivan, b. Sethna 0
A. R. Madar, b. J. H. Shroff 3
G. C. Johansen, b. J. H. Shroff 3
A. Mackerro, not out 1
Extras 9
Total 66

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School For Card Players

Auction Bridge. T. H. says: When the dealer bids no trump and second hand doubles, under what circumstances should the third hand preempt the bid?

The object is not to preempt the bid, but to show the dealer what to lead in case the fourth hand is left with the declaration. Unless the suit is worth showing and would be a good trump for the combined hand if left in, the third hand should pass the buck and wait for the fourth hand to take his partner out of the double.

M. T. K. says: The player to the right of the declarer accidentally plays two cards at once, both of the same suit, to the declarer's lead, the trick being already won by second hand. The player in error pushes the smaller card into the trick and leaves the other on the table as an exposed card. The declarer tells him to take it up, and asks the eldest hand to lead a diamond. A bet that this is the wrong penalty for an exposed card and tells his partner to take up the card, as no penalty can be enforced after a wrong one has been demanded. There does not seem to be anything in the laws of auction that cancels a penalty because a wrong one has been demanded. All A can do is to inform the declarer that he has no right to call a suit.

J. C. says: If a card is exposed toward the end of the deal and it is of no importance, cannot the players agree to let the deal stand, so as to save time? Four players may agree to anything, even to allowing revokes.

Mrs. L. says: We have had quite a discussion as to the score on this deal. The bid has gone up to five spades, doubled 2 playing the hand. She wins the old trick only, but her opponents revoke twice. She had four honors between the two hands. B insists 2 is set for 100; but she thinks not.

Taking three actual tricks will not give Z her contract, and tricks are not allowed for any further revokes, so it is better for Z to take 200 points; 100 for each revoke. The revoking side cannot penalize the declarer for failure to make her contract, as the side in error can score nothing but honors as actually held. The declarer scores the 36 for honors, in addition to the penalties.

Pirate, C. C. E. says: The first bid is a made bid by Z, accepted by A. Then Y passes, and B bids two diamonds, which is void. Now Y bids one no trump. The contention is that Y is entitled to a bid, after he has found out where the diamonds are.

Y has no bid, as he passed an acceptance and there has been no accepted bid made since then. If he wanted to keep the bidding open he should have accepted the two diamonds, because if that bid was allowed to lapse (and he had the last say on it), he was depending entirely on B's rebidding his hand to take a bid of his own or no trump. When Z did not bid, the bidding was closed.

R. T. says: The second rule on the Redbridge pads says to bid no trump with three aces and the fourth suit stopped. Is four to the ten considered a stopper?

The smallest stopper that is considered such in bridge is a twice guarded king, or four to the queen, when it is part of a bid. A singly guarded king or twice guarded queen, or even four to the jack or ten may be a good enough stopper to accept on; but not for a no trump bid.

G. J. S. says: Dealer bids a spade. Second hand accepts with only two small spades, but six tricks in the two minor suits. Third hand doubles, and both the other pass. B bids second hand should take himself out with no trump. Z says he should bid two spades.

Two spades is the better bid. If the dealer has a legitimate spade bid, the acceptance on side cards should be very useful, and the third hand, which seems to be strong in spades, can be led through repeatedly, if necessary.

be very useful, and the third hand, which seems to be strong in spades, can be led through repeatedly, if necessary.

J. M. says: Five are in doubt as to whether there is such a thing as five of a kind when playing with the joker. Would four queens and the joker beat four aces? Yes. Some persons imagine that the joker cannot be named as a card that is already in the player's hand; but that is a mistake, because it must be a duplicate of some card, either in the hand of a player or in the pack, and there is no rule that discriminates against the player who holds the actual card of which the joker is a duplicate.

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkong market as compiled on September 4, 1917

Butcher's Meat	
Beef	per lb. 14-20
Mutton	" 16-20
Pork	" 25-30
Veal	" 25-30
Fish	
Stream	per lb. 18-20
Cod	" 14-16
Mackerel	" 49-50
Salmon	" 25-26
Trout	" 20-25
Shrimp	" none
Small	" none
Boles	" 14-16
Whitebait	" 18-20
Game, Poultry and Eggs	
Deer	each none
Duck	" 48-50
Eggs	per doz. 15-16
Fowl	per lb. 15-20
Geese	each 50-55
Hare	" none
Partridge	" none
Pheasant	" none
Pigeons	" 18-20
Quail	" none
Snipe	" none
Turkey	per lb. 25-40
Teal	each none
Wild Duck	" none
Wild Geese	" none
Woodcock	" none
Wild Pigeons	" none
Fruit	
Apples	per lb. 8-12
Apricots	" none
Bananas	" 6-8
Cherries	" none
Cocoanuts	each 15-18
Chestnuts	per lb. 10-12
Figs	per doz. 4-8
Grapes	" 14-16
Lemons	each 7-8
Lichees	per lb. none
Mangoes	each none
Mangosteens	per doz. none
Melons	each 20-25
Oranges	per lb. 10-12
Peaches	per lb. none
Persimmons	" 6-8
Pineapples	per lb. none
Pumpkins	" 8-10
Pumpkins	each 10-15
Pineapples	per lb. none
Pears	per lb. 8-12
Strawberries	" none
Walnuts	" 10-15

Vegetables	
Artichokes	each none
Asparagus	per doz. 20-25
Bamboo Shoots	per lb. none
Broad Beans	" 6-8
Beetroot	per bunch 1-2
Cabbage	each 4-5
Celery	per bunch 2-3
Carrots	" none
Cauliflower	each none
Esq Plant	per lb. 3-4
French Beans	" 10-12
Green Corn	each 1-2
Leeks	per bunch 3-4
Mushrooms	per lb. none
Onions	per lb. 2-3
Parsnips	per pic. 1.50-2.00
Potatoes	per bunch 1-4
Radishes	
Spinach	per bunch 1-2
Tomatoes	per lb. 5-6
Turnips	per bunch none
Grains and Flour	
Flour American	per 50 lb. \$5.50
Flour Shanghai	per 50 lb. \$5.00
Rice	per 300 lb. \$7.00
Milk	
Foreign dairies per bottles	30
Chinese dairies	" 17
Fuel	
House Coal	per ton Tia. 14.00
Stove Coal	" Tia. 15.00
Firewood	per 50 bundles \$1.00
Fodder	" 144 lb. \$2.50
Barley	" \$2.00
Hran	" \$2.00

R. KILNER, Chief Inspector.

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SHANGHAI, SUNDAY, SEPTEMBER 9, 1917

A. CO. DEFEAT PUBLIC SCHOOL

F. Ollerdesen Puts Up His Best Innings, With 72 Not Out

CRICKET CLUB WINNERS Cooper's Eleven Registers 168 And Club Beats Total For Four Wickets

On the S.R.C. ground, yesterday, "A" Co. (British), S.V.C. and the Public School Old Boys provided the spectators with no end of excitement, especially when the Volunteers were racing the clock in semi-darkness to obtain the necessary runs. As it was, the Volunteers just won by two runs, with four wickets to spare.

Batting first the Old School Boys had five wickets down for 59 but F. Ollerdesen and "Alex" Leslie forced the scoring to such an extent that runs came quickly and White felt in duty bound to declare at 4.45, with nine wickets down and the score at 172.

Leslie, with less restraint than usual, batted very well for his score of 42, but the palm must be given to Freddie Ollerdesen, whose score of 72 not out, apart from being the highest innings of his career, was, without doubt, a meritorious effort. His driving was particularly well timed and the only blemish in his fine display was a chance at 20 and again at 42.

When the Volunteers entered upon their task at 5.10, it was a moot question whether they could obtain the runs in the limited time, but they set about their work in real earnest and after Kilby, Anderson and Vine had left at 5.11, Clifford and Monk carried the score to 109 before the latter was bowled by Barnes for a merry innings of 37. Clifford continued to dominate the game and it was a pity that he was run out when one within his century and when his side required only 3 runs for victory.

A bye and a single by Milner, however, sealed the issue and, when Milner was run out, the game was called.

The scores and analyses were as follows:

Public School			
E. G. Barnes, c. Clifford, b. Macdonald	0		
A. V. White, c. Billings, b. Macdonald	0		
J. Pearson, b. Billings	8		
A. H. Leslie, c. Monk, b. Clifford	42		
E. J. Cooke, b. Billings	12		
D. Purcell, c. Clifford	7		
F. Ollerdesen, not out	72		
T. Pearson, c. Macdonald, b. Clifford	5		
A. J. Brown, b. Monk	4		
H. J. Trevelyan, b. Vine	1		
H. J. Barnes, not out	3		
Extras	19		
Total (for 9 wickets)	172		

Rowing Analysis			
O. M. R. W.			
T. R. Macdonald	8	2	26
G. M. Billings	12	1	39
W. C. G. Clifford	7	0	35
S. Vine	5	0	37
W. J. Monk	3	0	16
"A" Co. (British)			
W. C. G. Clifford, run out	59		
W. J. Kilby, b. Pearson	14		
W. E. Anderson, c. and b. Pearson	0		
S. Vine, b. Leslie	1		
W. J. Monk, b. Barnes	37		
H. Langley, c. Ollerdesen, b. Barnes	3		
F. Milner, run out	11		
T. R. Macdonald, not out	0		
G. M. Billings, D. H. Cooke, and J. E. Cameron, did not bat	9		
Extras	9		
Total	174		

Bowling Analysis			
O. M. R. W.			
A. V. White	10	0	70
T. Pearson	12	3	61
A. H. Leslie	5	1	15
H. J. Barnes	4	0	19
S.C.C. v. H. J. Cooper's XI			

This was probably the best contest seen on the Cricket Club ground for some seasons. H. J. Cooper got together a fine galaxy of cricketers and visited the home of the S.C.C. He won the toss and told his men to go in and have a go at everything, with the result that, before the last wicket fell, 168 runs had been placed on the board and about 75 minutes of decent light were left to Turner and his pack.

Free cricket was the order of the day. Cooper was really a treat to watch. He hit at everything and everything found the tapes. He scored 88 in really grand fashion.

Main backed him up, so did Eytan and Haynes made up what he gave

(Continued on Page 2)

Long Distance Swim From Bund To Point Billed For Saturday

Fifteen Already Entered For Five Mile Trip; Lady Is Possible Competitor

Now that the two galas of the S. I. S. C. and the Rowing Club have been brought to a successful conclusion, local swimmers will be turning their attention to the Long Distance Race scheduled for next Saturday.

The long distance race is over a course of approximately five miles, from the Garden Bridge down to the Yangtsepo Point. The strength of the tide makes the event a much easier feat than might at first appear, and the course takes little over an hour as a rule to negotiate.

The following entries have already been received:—J. L. Berthel, M. J. Cruz, C. Encarnacao, L. M. Guedes, W. F. Hamlin, R. W. MacCabe, P. Madar, E. P. Mears, T. Mellows (Jr.), C. E. Osorio, F. A. Remedios, A. C. Scriven, J. E. Brown, W. Jones, K. H. Gardner.

Others who wish to take part are requested to notify the honorary secretary of the Shanghai Amateur Swimming Association, Mr. W. F. Hamlin, 1 The Bund, by 6 p.m. on Wednesday.

No entrance fee is imposed, but entrants must be members of the Association. There will be several prizes for the first men in, and in addition all those who complete the distance will receive the Association's certificate on vellum.

Up to date no lady has entered for the competition, though one, who has already performed this feat in a private attempt, is a possible entrant.

The Judges' launch, with at least one medical man on board as a precautionary measure, will follow the race, and the individual competitors must furthermore provide their own sampans with a friend on board to accompany them.

No assistance of any kind is to be given to the swimmers en route, under pain of disqualification, and of course in case of exhaustion, cramp, etc., any competitor may be taken aboard, retiring thereby from the race.

Competitors will assemble at 3 p.m. at the Rowing Club boathouse and when all are ready a start will be made to a point in the center of the Whangpoo opposite the Garden Bridge, where the sampans, from which the swimmers will dive off, will be lined up.

It is anticipated that about this time the tide will be running satisfactorily down towards Woosung, though of course the wind direction will have its effect on the day of the race. There is high water at Woosung at noon on the Saturday and down for the competition, and there will be high water (falling) at 1 p.m. up at Shanghai. It will be a Spring Tide, with a 9 foot rise, on the day in question, the 29th day of the moon.

Arrangements will be made for tea at the Point Hotel after the event.

Yacht Club Regatta

The Shanghai Yacht Club regatta will be held today at Woosung for the benefit of the Sailors' War Orphans Fund. Following is the day's program:

9.30 Leave Shanghai. Train fare \$1.00.
Morning 2 races. Triangular Course.
1 p.m. Tiffin at Forts Hotel.
2.30 Review of fleet and fleet maneuvers.
3.30 Sailing sampan races in Conservancy Harbor.
5.00 Prize distribution.
6.40 Train to Shanghai.
7.00 Alexandra leaves for Shanghai.

7.00 Foam leaves for Shanghai. Collections will be made by means of chits specially printed. Boxes will be placed on all the racing yachts. Varieties will be organized by H. B. M. Navy.

A special electric lighting plant will be installed on the Foam. Swimming facilities provided at the hotel.

Big yachts to moor in line ahead with the Customs Hulk and S.S. Pooton. Racing yachts in a line parallel, but nearer the Bund.

Motor-boats and racing yachts will carry passengers throughout the competitions. Members willing to assist in managing the collections are invited to communicate with the secretary, Mr. A. J. Stewart.

INDOOR SPORTS



By Tad



Lawn Bowls

Volunteers Lose

The S.V.C. members of the Shanghai Lawn Bowls Club lost to the Rest of the Club by 95 to 74 yesterday. The scores follow:

Volunteers	The Rest
Rink No. 1	
J. J. Sheridan (skip)	J. C. Thomson (skip)
D. Macdonald	A. W. McCallum
T. E. Trueman	T. Harborne
F. L. Marshall	R. S. Simmons
14	23

Rink No. 2	
C. M. Bain (skip)	J. T. Disselhoff (skip)
J. Park	E. L. Hunter
E. Payne	A. W. Dewhurst
W. Dutton	F. A. Sampson
27	16

Rink No. 3	
J. C. Macdonald (skip)	F. Large (skip)
S. Hammond	J. Frost
O. Blackburn	D. MacGregor
F. C. Banham	J. Valentine
29	20

Rink No. 4	
G. L. Campbell (skip)	L. Evans (skip)
J. Scotson	J. D. Gaines
G. R. Wingrove	D. Menzie
G. Dunlop	D. M. Graham
13	36

Rink No. 5	
S. I. B. C. v. S. R. C.	
13	74

This match will be played on the S.I.R.C. rinks at 4 p.m. today.

S.I.R.C. Team:—
L. Evans (skip), J. D. Gaines, W. Gater and F. L. Marshall.
J. C. Macdonald (skip), C. M. Bain, F. A. Sampson and G. Dunlop.
G. L. Campbell (skip), G. H. Phillips, R. Simmons and F. Large.
J. T. Disselhoff (skip), E. L. Hunter, W. Dutton and F. C. Banham.

Lawn Tennis

S. C. C. vs. Public School O. B. C.

A tennis match between the Shanghai Cricket Club players and the Public School Old Boys' Club will be played on the S.C.C. courts today at 4.30 p.m. The match will be decided by the best out of five sets. The following will play:

S.C.C. Team:—H. Middleton and L. R. When, E. G. Norman and H. Webb, C. D. Field and J. A. T. Thomas, Dr. A. Moore and E. W. H. Carpenter, C. E. Chesdun and D. H. Cooke.
Public School O. B. C.:—A. V. White and H. Stellingwerff, C. E. Ollerdesen and J. Turner, J. P. Hawes and L. P. Quincey, J. Stellingwerff and J. Harvey, G. Madar and P. Ollerdesen.

Cercle Sportif Francaise Club

The Cercle Sportif Francaise tennis club will play the Japanese Lawn Tennis Club on the former's courts at 4 p.m. today. The following are to represent the French club and are requested to be present:

J. Elmore and L. A. Chilli, H. Toussaint and Y. H. Bourne, M. Tonkin and Wootton, J. F. Cole and A. Loois, D. Leigh and W. Rodgers.

MacCabe Again Winner Of 440-Yards Title In The Rowing Club Gala

The Rowing Club's twelfth annual gala was brought to a successful conclusion last night with a program of events as interesting as that of the first night. There was an equally large crowd and the competition was equally keen.

A pleasant feature was the interval for refreshments—fastidiously provided by Mr. C. E. Shepherd—during which the drawing on the sweepstake on the ladies' sweep took place.

One of the features of Friday night's program was an exhibition of diving and swimming by Mr. Walsh of the Navy Y.M.C.A., a one-legged swimmer whose dare-devil feats of trick diving held the crowd spell-bound.

The results last night were:

Obstacle Race
Two lengths. This was a splendid race, the tests being very interesting.
A. R. Donald 1
L. Bertie 2
F. S. Ward 3

Team Race
S.R.C. v. S.I.S.C. won by S.R.C.
S.R.C.—K. H. Gardner, K. Mansfield, R. Tippin, A. P. Goldman and E. A. Brodie.
Time 1m. 28 1/2s.

Long Plunge Handicap
W. M. S. Brand, Rec 15' .. 57' 4"
B. G. Wilson .. 15' .. 56' 2"
K. H. Gardner .. 10' .. 55' 4"

One Length Boy Subscribers' Race
1st and 2nd in each Heat to swim in Final.

Heat One:
N. Brewer 1
D. Parkin 2
L. Goldman 3
Time 35 1/2s.

Heat Two:
C. Thomson 1
C. Brown 2
Time 28 3/8s.

440 Yards Shanghai Championship
R. W. MacCabe, (S.R.C.) 1
F. A. Remedios, (S.I.S.C.) 2
C. Osorio, (S.I.S.C.) 3
Time 5m. 49 2/5s.

One Length Ladies' Race
Miss Nellie Brown 1
Miss M. Johnston 2
Time 2m. 11 1/2s.

Blindfold Race (Shanghai Wounded (Sweepstake))
A. P. Goldmann 1
B. G. Wilson 2
F. S. Ward 3

Winning ticket, No. 624; Second Ticket No. 980; Third Ticket No. 948.

Two Length Breast Stroke (Handicap)
A. T. Donald, 6 Secs. 1
K. H. Gardner, 8 Secs. 2
E. G. Barnes, 12 Secs. 3
Time 59 3/5s.

During the interval between this

220 Yards Handicap—Final

R. A. Brodie 1
A. F. Goldmann 2
Time 3m. 37s.

Boy Subscribers' Race—Final

N. Brewer 1
D. Parkin 2
C. Brown 3
Time 32 3/8s.

The Pillow Fight Competition and canoe fight evoked great merriment and were much enjoyed.

Visitors' Race
A. Gerry 1
E. A. Prince 2
A. Colloca 3

Water Polo
S.I.S.C. 5, S.R.C. 4.

For the Hongkong Cup.
S.R.C.—E. G. Barnes—J. S. Agassiz, P. S. Ward—R. W. MacCabe—L. D. Macdonald, E. A. Brodie, H. D. Rodger.

S.I.S.C.—L. Encarnacao, E. P. Mears, C. Encarnacao—F. W. Golding—J. Wilson, W. Jones—C. E. Osorio.

Referee, Mr. D. H. Cooke.
Timekeeper, Mr. H. F. B. Jones.
Goal Scorers, Messrs. L. A. Chilli and T. R. Macdonald.

Scorers, for S.I.S.C., Mears 3, Encarnacao 2. For S.R.C., Rodger 3, Ward 1.

Y. M. C. A. Swimming

More than a thousand people crowded into the Chinese Y.M.C.A. Natatorium to witness the second annual swimming gala last night.

The program, featured by the life saving exhibition, the wheelbarrow race and the fancy diving was interesting and the records of the competitive events were fairly considering.

The individual star of the evening was Tsui Chong-ser, who won four first places and one third place and participated in every non-competitive event. Among the juniors, Samuel Pan bested his competitors.

The detailed result of the competitive events follow:
Swimming through rings (Adults):
1. Tsui Chong-ser; 2. Zee Kuo-zian; Time: 20-6.
(Boys): 1. Tsao Z. Ming; 2. Yang Po-ching; Time: 17-29 yds. Race (Adults): 1. Tsui Chong-ser; 2. Wu Nee-see; Time: 13-18.
(Boys): 1. Samuel Pan; 2. Tsao Z. Ming; Time: 13-4-5.

Plunge for distance (Boys): 1. Koo Sung-poh; 2. Yang Po-ching; 3. Samuel Pan. Distance: 35 feet.
100 yards on back (Boys): 1. Tsao Z. Ming; 2. Kuo Sung-poh; Time: 17-48".

Sculling (Adults): Tsui Chong-ser (Boys): Yang Po-ching.
40 yards Side Swim (Adults): Tsui Chong-ser (Boys): Yang Po-ching.

200 yards Swim (Adults): Tsui Chong-ser (Boys): Tsui Chong-ser.

SHANGHAI WINS; SCORE, 12 TO 8

No, They Weren't Playing Cricket—It Was Really Baseball

SOME GAME! SOME GAME!

First Civilians Made Eight In One Inning And Then Sailors Got Seven

When everybody had come down to earth and pinched himself to see if it had all been a bad dream, the score was 12 to 8 in favor of Shanghai. That it was in favor of Shanghai is more of an accident than anything else, for it just happened that it was the Navy that ascended first.

That was in the last half of the eighth and the sailors had no more than got to voluping gracefully when the civilians went up all of a sudden at an even higher altitude and from then on—

Well, let it go at this, that there were sixteen runs scored in two innings. Think of that and then weep for the days of your youth in the old sand lot behind the grocer's where the score was 21 to 19 in the fifth and Skinny's mother came out and made Skinny go home and take a bath, breaking up the game because the only bat and ball belonged to Skinny.

Yes, it was some game. Up to the eighth you would have recognized it as the American national pastime. When the Navy came in for its bat in that inning the score was 4 to 6 in the civilians' favor. Cy Wilhoit's terrible clout for a homer out into the cricket field with Sammy Woods on base in the fourth got two of those four, and a couple of bad errors got two more. And that was all the scoring—or so it seemed at first.

Draw The Curtain, Please
Then the sailors got their first when Bristow, with a man on first and second, started to throw for first and landed the ball somewhere in the depths of right field, letting Selby score.

That sort of got the thing going and then Shanghai came in. And right there they started booting the ball all over the place and throwing it where there wasn't anybody and doing high-class juggling acts with it and pulling choice bones of every known variety.

Cy Wilhoit started with a three-bagger in exactly the same place as his homer. Mills singled, scoring Wilhoit. Swift was out on a grounder to third, advancing Mills, who then brought another over the plate when Ollerdesen singled. Bristow then smacked a hot one to Maloney, who stopped it but couldn't hold it and then overthrew to first and Ollerdesen scored. Then, after Pomeroy whiffed three batters, Williams fumbled Tinkham's grounder and Bristow made it four runs.

It Was Just Starting
Maloney booted another, putting Tinkham on third and Holliday on second, and Sammy Woods double brought both in. And as if that weren't enough Wilhoit came up and just as a matter of habit hit a swift one on the nose and dropped it in the golf club, making his record show a three-bagger and a homer in one inning. Eight runs! And then mercifully it all ended and everybody said to himself, Gosh, what a session! and started home for tea. But wait—

Women and children first! The panic had only started.
Sammy Woods was the first to walk to the end of the plank and jump off. He booted Savage's grounder. Then some wag of a sailor yelled out, "We only need twelve runs," and everybody laughed. Little did they wat how true he spoke.

For Keeler wallowed and Williams wallowed and there was a wild pitch, and what should Scott do but clear the bags with a beautiful home run, making it six runs for the inning and 12 to 7 for the score. Mills had gone in to end it all but it was too late, for the average altitude of the Shanghai team then was 2,307.

Then Selby walked and Holliday fooled one, advancing him, Marshall got on through a fielder's choice and Savage got on the same way and with the bases full everybody, Shanghai fans as well as sailors, began to yell for a home run. As it was, Keeler singled, scoring another, and the bases were still full, with Maloney up. A

Baseball Today

Shanghai will play the All-Gunboats nine at the Race Course diamond this afternoon. The game will be called at 2.10.